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# The Hongkong Telegraph.

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555 PER ANNUM

(By Captain E. de Wernville, in the Daily Chronicle). Remarkable Value: As far as I can see, it (the Essex-Six) is the cheapest six-cylinder saloon in the show, yet it has a more refined road performance than many cars costing 50 or even 100 per cent more. The polished chassis on the stand is a study for the automobile student in the difficult problem of combining very low production cost with really high road performance.

Essex Coach or Touring ... .. \$2,000.

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HAPPY VALLEY

## CANTON UNIONS

### REORGANISING MERCHANT BODIES.

#### NO VOLUNTEERS.

The Kuomintang Party in Canton has issued a lengthy statement in regard to the reconstruction of the Merchants' Unions, the encouragement of industrial enterprises, the organisation of home and overseas Merchants' Unions, the organisation of an All-China Merchants' Union and the prohibition of the movement for the re-establishment of the Merchants Volunteers.

This statement says that the Chamber of Commerce, or Merchants' Union, was badly organised from the beginning, and as such it has continued to exist, having failed to accomplish the results which similar institutions in foreign countries have obtained—that is, guidance and assistance to merchants at large. Instead, it has benefitted a few to the detriment of the majority by ingratiating its directorate or committee with militarists and corrupt officials, thus working for their own selfish ends by obtaining concessions and monopolies, by meddling in lawsuits, and by working with the compradore class to upset the revolutionary cause. Against this type of Merchants' Union the most stringent measures will be taken. As to such institutions within the jurisdiction of the Canton Government, new laws will be promulgated for their proper control and such laws shall be so made as to exclude all compradores from becoming members of the Committee or directorate; nor will they be permitted to have anything to do with the Unions. Furthermore, orders should be sent without delay to all places to establish the Merchants United Union to supervise their sphere of activity, to lessen their power or influence and to bring about a reform in their organization.

Those new industrial enterprises which have received encouragement and support from merchants of revolutionary tendency, have suffered both restriction and competition from foreign industrialists, and from the burden of lekin taxation. The internal strife in China is directly traceable to the sufferings caused by the oppressions of the militarists.

The overseas merchants contributed in no small measure to the overthrow of the Ching Dynasty. They having personally experienced restriction treatment at the hands of other nations and having seen with their own eyes the prosperity and power of foreign countries in contradistinction to the deficiency and weakness of their own, espoused the revolutionary cause more readily than other people. Now that they have returned to their native land, they find they are the victims of militarists and corrupt officials, and a prey to the unscrupulous gentry and elders. Thus their demands for a further revolution are more pronounced, and the Kuomintang Party should take advantage of the situation by organising home and overseas Merchants' Unions.

The Merchants Volunteers of Canton, says the statement, should not be permitted to be re-established on their old basis, for the reason that such armed forces could be used to oppress the labourers and farmers.

The Merchants United Union should be established with the least possible delay, and should be organised as to permit the majority of merchants to become members and therefore the admittance and yearly fees should be as low as possible. Its organization should be carried out with great secrecy, as the more secret the organization, the more the power is centralised and the greater is the execution of its activities.

## INDIAN CONSTABLE SHOT.

### KILLED BY CHINESE POLICEMAN.

A fatal shooting affair took place near the Volunteer Headquarters last night, when an Indian constable was shot by a Wei-hai-wei constable, following a quarrel. The official report of the affair is as follows:

At 10.15 p.m. on Friday, Indian constable 221, Gulam Mahomed, was on post duty at the Volunteer Headquarters and Chinese constable D. 321, a Shantung man, named Hsu Yuan-hua, was on beat duty in the same neighbourhood. These two men met at a point at the end of the Volunteer Headquarters Parade Ground near the road. A quarrel started, for some reason at present unknown. The ground near by indicated that there had been a fight or struggle of some kind, during which the revolver of the Wei-hai-wei constable was discharged. The bullet penetrated the groin of the Indian constable, and it appears to have severed one of the main arteries.

The Wei-hai-wei constable then went up Garden Road and reported to the Indian constable on duty at the Peak Tramway station traffic post, that there had been a fight and that Constable B. 221 was shot. The Indian constable, to whom the report was made, then accompanied the Shantung man back to the spot where B. 221 was lying. They then summoned the police from headquarters. The wounded man was taken in a chair to Police Headquarters. He died on the way.

The Shantung man is now under detention. He will be charged before the Magistrate on Monday with murder.

### "STAR" FERRY

#### REPORT FOR LAST YEAR.

The report of the "Star" Ferry Company for the year ended December 31st, 1925, shows that the net earnings of the boats, after paying all working expenses, amounted to \$298,419.77.

The amount at credit of Profit and Loss Account, after transferring \$200,000 to Reserve Fund, \$30,000 to Accident Fund and \$24,666.32 to Special Repairs Fund, paying for repairs and a retiring bonus to the former Secretary, allowing for Directors' and Auditor's fees, bad and doubtful debts and depreciation, including \$211,415.08 brought forward, is \$272,234.69, which, with the approval of shareholders, it is proposed to appropriate as follows:

To pay a Dividend of \$1.50 per share, \$120,000.00;  
To pay a Bonus of \$1.50 per share, \$120,000.00; and  
To carry forward, \$32,234.69.

Directors.—Mr. D. G. M. Bernard and Hon. Mr. A. O. Lang joined the Board in place of Mr. B. D. F. Boith and Mr. C. Gordon Mackie, resigned. In accordance with the Articles of Association, the Hon. Sir C. P. Chater, retires but being eligible, offers himself for re-election.

Auditor.—The accounts have been audited by Mr. C. Bernard Brown, A.C.A., who offers himself for re-election.

### ITALIAN DEBT.

#### "NO CHANGE" REPORTED.

London, Jan. 22. "The barometer shows 'no change,' declared Count Volpi when, interviewed by Reuter's, he regards the progress of the Italian debt negotiations. He said that he and Mr. Winston Churchill had to-day discussed a tentative scheme and draft agreement, and that experts would spend the week-end continuing the draft and thrashing out minor points in readiness for a resumption on Monday of the discussion by the "Big Two" of the fundamental points which were still unsettled.

—British Wireless.

## RAILWAY DISPUTE.

### NEGOTIATIONS TO BE RE-OPENED.

London, Jan. 22. It is understood that the N.U.R. delegates still adhere to their decision to reject the award of the Wages Board, but have given the Executive a wide mandate to re-negotiate with the companies.—Reuter.

#### A QUESTION OF BONUS.

Later. Arrangements have been made for the railwaymen's representatives to meet the Companies' on Monday and re-open the negotiations, which will hinge on the Wages Board decision depriving newly-engaged men from receiving the bonus payable to old-timers employed in the same grade. The men are pressing for the removal of the Clause. Meanwhile, the Railwaymen's Conference has adjourned till Monday.—Reuter.

#### DETAILS OF DISPUTE.

Rugby, Jan. 22. The Delegate Conference of the National Union of Railwaymen which yesterday decided to reject the award of the National Wages Board, decided to-day to re-open negotiations with the railway companies, and a meeting between representatives of the Union and the Companies will take place on Monday.

For a proper understanding of the dispute it is necessary to recapitulate the circumstances leading up to it. The National Union of Railwaymen prepared and presented a wages programme for all grades, which it was estimated would cost the Companies \$40,000,000 every year. The Companies put forward a counter claim for a wage reduction of four shillings per week in industrial areas and six shillings per week in rural areas, this representing a saving of about \$4,500,000 per year. The award of the National Wages Board rejects both these programmes and leaves the conditions of present railway employees unchanged. It provides, however, that new entrants to railway service shall receive only the basic wage without the cost-of-living bonus. The main grievance of the men is this Clause regarding new entrants, and it is upon this that the renewed negotiations will centre.—British Wireless.

## "BUY BRITISH GOODS."

### THE EMPIRE'S SLOGAN.

Rugby, Jan. 22. Speaking at Bath as President of the Association of British Chambers of Commerce, Mr. Stanley Machin said that "Buy British goods" was the slogan of the British Empire to-day. If this campaign was to be carried to a successful conclusion, it was essential that the purchasing public should have some clear means by which they could identify British-made goods from goods produced by foreign labour. The Association welcomed the announcement of the Government to introduce the Merchandise Marks Bill, with this object, in the forthcoming session.—British Wireless.

#### FURTHER PROGRESS.

Rugby, Jan. 22. Further progress was made in the negotiations for the funding of the Italian debt at this afternoon's meeting of Mr. Winston Churchill, Count Volpi, and the British and Italian experts. The parties will meet again on Monday.—British Wireless.

### TO-DAY.

Dollar on demand 2s.47.1/4d.  
London 10.15.00 a.m.

## HONEYMOON COUPLES.

### SIX ABOARD THE "BELGENLAND"

The Mecca of most honeymooners in the United States is Niagara Falls, but when a man lives there and caters to thousands of newly-weds each year, he can hardly be blamed if he chooses another place for his own honeymoon.

That is the opinion of Mr. Harold O. Wright, a prominent hotel man and operator of the famous "Cave of the Winds" concession at Niagara Falls, N. Y., who is taking his bride around the world on the giant Red Star liner Belgenland, now in port here.

Their romance culminated in a wedding five days before the Belgenland left New York for the world cruise. Regarded as a confirmed bachelor, the news of Mr. Wright's marriage was a complete surprise to his friends, who did everything possible to give the couple a rousing send-off, but were eluded and their friendly wishes frustrated.

While still in port at Niagara Falls as the honeymooners, Mr. Wright admits that a world cruise on the Belgenland is the best. When he is not on the ship, he spends his time travelling. He is a Rotarian, and organised the first Rotary Club afloat while on the first Mediterranean cruise after the World War.

There are no less than six honeymoon couples aboard the Belgenland. All of them are enthusiastic over the fun of honeymooning around the globe on the largest ship ever to make the circuit.

## CANTON SUCCESS.

### TROOPS LAND ON HAINAN ISLAND.

An official communique issued in Canton states that troops have effected a landing on Hainan Island.

News to this effect has been received by the authorities from General Li Chai-sum, who states that two regiments under General Chang Fat-hoi have succeeded in gaining a footing on the island and have taken up positions at a place called Poo Chin, which is some twenty miles from Kingchow city. It is added that men of the 11th Division are also being rapidly transported to the scene.

A later telegram states that Kingchow city has since fallen to the Canton troops.

## DISARMAMENT CONFERENCE.

### BRITAIN READY TO BEGIN.

Rugby, Jan. 22. Little is known in London with reference to reports from the Commission that a postponement of the meeting of the preparatory Commission to the Disarmament Conference is contemplated. The meeting is arranged to take place on February 15th, and so far as the British Government are concerned no steps have been taken to obtain a postponement. They are willing and ready that the Commission should begin its deliberations at the time arranged.—British Wireless.

#### THE U. S. COMMISSIONER.

Washington, Jan. 22. It is expected that Mr. Hugh Gibson will be appointed as United States Commissioner to a preliminary Disarmament Conference at Geneva, assisted by two military and two naval technical experts.—British Wireless.

## SOVIET & CHINA.

### RUSSIAN PAPER BLAMES CHANG TSO-LIN.

#### "SAVAGE OUTRAGES"

Moscow, Jan. 22.

Discussing the Russo-Chinese dispute with regard to the Chinese Eastern Railway the Izvestia declares that Marshal Chang Tso-lin is continuing his old policy of provoking complications in the relations between the Soviet and Japan and asserts that the dispute has arisen owing to attempts by the Chinese military officials to usurp the rights of the administration of the railway, whose lawful demand for payment for the transport of troops accords with the Peking-Mukden Treaty as regards the railway. It says that the transport of Chang Tso-lin's forces, under the cover of which private goods are also carried, heavily encumbers the railway to which Chang already owes fourteen million dollars. The Izvestia proceeds to argue that the "savage outrages" of Chang Tso-lin's armies which have disorganized the work of the railway will injure Japan and China, and says that only Chang himself will suffer from a policy of provoking complications between the Soviet, Japan and China in an attempt to frustrate the friendship of three great peoples.

It concludes by saying that the Soviet is honestly fulfilling its obligations under the International Treaties and demands the same of other parties to such treaties. "We will not suffer complications to be provoked between the Soviet, China and Japan and hope we will be supported in that matter by China and Japan.—Reuter.

RUSSIAN MANAGER ARRESTED.

Shanghai, Jan. 23.

According to a Japanese message from Harbin, Marshal Chang Tso-lin has arrested Mr. Ivanoff, Manager of the Chinese Eastern Railway, presumably as a retaliation to the Soviet Ambassador's Note, demanding the cessation of the alleged high-handedness of Chinese troops as regards the railway.—Reuter.

## WAR PENSIONS.

### BRITAIN'S BURDEN OF WAR.

Rugby, Jan. 22.

Six-and-a-half years after the Armistice, 1,965,000 were in receipt of compensation in the form of pensions and allowances from the Ministry of Pensions. Of these, 51,000 were disabled officers and their dependents, or dependents of deceased officers.

The above facts are brought out in the Eighth annual report of the Minister of Pensions, Major Troyon, which has been issued as a White Paper. The cost of pensions, allowances, medical treatment and administrative expenses for the year was \$59,122,000, bringing the total expenditure in connection with war pensions since the establishment of the Ministry in 1917, to \$598,000,000. The cost of official administration, as distinct from expenditure on benefits, worked out at under one shilling in the pound. At the end of the year, the aggregate number of beneficiaries to whom compensation had been paid since the outbreak of the war was 4,460,000.—British Wireless.

The Gazette contains a list of places in the Colony where magistrates may hold Courts. In all, including the New Territories, there are sixteen.

## Bulls and Inners

### From the Office Butts.

The O. B. I. (and F. R. G. S. and the conviction that these Canton negotiations are a failure has upon the South China Morning Post for profound geographical knowledge displayed in publishing the headline "Tokio Blaze" in relation to a fire which occurred at Nikko.

There is no truth in the rumour that the Peak tram is to be fitted with balloon tyres in order to ensure that passengers waiting in the new waiting room topside are not disturbed in their after-tiffin siesta.

One of these fine days our humorous composer will set up Mr. C. C. Woo by mistake.

Judging from the charges local doctors make for operations same process would doubtless be appreciated in connection with the Kowloon Kockerels.

Unhappy is the man who has his liver full of them.

A London paper says knickerbockers have reduced street accidents by fifty per cent. The optical returns, on the other hand, have increased.

A Hongkong doctor recently made a serious mistake. He cured a rich Chinese in one visit.

This weather is good for tennis. Which reminds us that lots of Hongkong people are putting on Ayres.

A man recently made a trip to Canton and saw no-one shot. He could, of course, demand his money back.

Many Hongkong people are now realising for the first time that life is what you make it; not what you make.

It pained us to observe one of our Belgenland visitors staggering from a Queen's Road curio shop distinctly under the influence of lacquer!

According to Reuter—"Mr. Hoover opined that Americans were well on the way to a solution of the rubber problem." A solution to patch up a tyre-some problem?

Macao has discovered a gigantic bone. Bones as you find them, even fish bones.

Appropriately enough, local press accounts of the medical dinner had some important parts cut out.

China is a republic, which probably accounts for the fact that many leaders are trying hard to save her.

What about a rousing public meeting so that we can spend what's left on another long cable?

There is no truth in the rumour that at the next tournament, a local undertaker will demonstrate how to box anything on two legs, irrespective of weight.

Enquirer.—You must not consult His Majesty's Chest Officer in the matter of lung development.

From a contemporary—"The B. I. s.s. Takada will leave Amoy for the port to-day at p.m. and is due here to-day at p.m." We understand that in order to establish this record, the officers each had a stop watch.

This jazzing is all wrong. A pair too often think they can beat a full house.

The line of least resistance is often the waist-line.

Talking of flying, lots of local people are glad to be down and out. Please consult local public agent.

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# ALBERT

FRENCH PASTRY COOK

22, Queen's Road, Central



— is making his name better known every day by his French Cooking, done exclusively with fresh butter.

The amateur "gourmet" fond of "Marseilles Bouillabaisse" "Escargots de Bourgogne" and all other famous French dishes can go to "Albert" with confidence.

FRENCH WINES — CHAMPAGNES — LIQUORS  
DINNERS TO ORDER

Tiffin and Dinners served from 10.30 a.m. to midnight.

French Cakes and French Chocolates made by "Albert" himself.

New selection of French Fancy Boxes just arrived from France by the "Andre Lebon."

## Columbia New Process RECORDS

|                           |            |
|---------------------------|------------|
| 906—MERRY ENGLAND         | VOCAL GEMS |
| 907—THE BEGGAR'S OPERA    | SELECTION  |
| 919—LILAC TIME            | SELECTION  |
| 943—KATINKA               | SELECTION  |
| 959—CHU-CHIN-CHOW         | VOCAL GEMS |
| 966—MAID OF THE MOUNTAINS | SELECTION  |
| 931—MUSIC BOX REVUE       | SELECTION  |
| 957—THE BEAUTY PRIZE      | SELECTION  |
| 958—HEAD OVER HEELS       | SELECTION  |
| 965—KATJA THE DANCER      | SELECTION  |

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Prices Moderate.

THE INTERNATIONAL DRY-CLEANING  
AND DYEING COMPANY.

19, Wyndham Street, HONGKONG.

## THE KENNEDY ROAD COLLAPSE.

JURY FINDS THERE WAS NO LACK OF SUPERVISION.

The inquiry into the deaths of four earth coolies, who were killed by a fall of earth from a cut being dug behind a new house in Kennedy Road, was concluded by Mr. R. E. Lindell, at the Central Magistracy yesterday.

Mr. A. J. Wadmore, overseer in the Buildings Ordinance Office of the P. W. D., said it was his duty to inspect buildings under construction and sites in the Central district and part of the Eastern district. The site of the collapse came within his district.

He inspected the site about once each week during the last four months of 1925, and he was there on December 21. He noticed the progress of the work during his visits, and it appeared that the cut was being dug in a reasonable and safe manner. He thought the angle was about 6 or 8 feet from the perpendicular over a height of about 20 feet.

Reasonably Safe Cut.

Mr. Lindell: Did you at any time see any under-cutting?

Witness: Not before the collapse.

Mr. Lindell: Since the collapse?

Witness: Yes. On January 5, I visited the place and the coolies were cutting more to the western side and slightly under-cutting. I reported the matter.

Mr. A. E. Wright, Executive Engineer in charge of the Buildings Ordinance Office, P. W. D., said he visited the cut on December 20—the afternoon of the collapse.

Mr. Lindell: Can you offer any opinion from what you saw of the probable cause of the collapse?

Witness: Not from what I saw there.

Points for the Jury.

Mr. Lindell, addressing the jury, said that at the beginning of the inquiry he indicated that it would be their duty to "determine responsibility for the collapse. This question touched on two points.

Firstly, was the cut dug in a reasonably safe manner and at a reasonably safe angle?

Secondly, was there effective supervision over the work?

The jury must remember, the evidence of a coolie, who said they worked as they liked, and that they had no foreman to supervise their labours.

Against that, there was the evidence of the other coolies who said the contractors superintended the work. There was also the evidence of the sub-contractors who claimed to have been on the spot watching the work. Other evidence showed that the architect was present four days before the collapse, and Mr. Wadmore nine days before the accident.

The Angle of the Cut.

As regards the angle and safety of the cut, the contractors said it was about 22 degrees from the perpendicular, and in this contention they were supported by the evidence of Mr. Sample and Mr. Wadmore.

All the witnesses agreed that the cut showed no signs of collapse before it did, in fact,

## ROWING.

THE HONG FOURS CUP.

Presentation by Mr.

E. B. C. Hornell.

The Hong Fours cup, which was recently offered by Mr. E. B. C. Hornell for competition, was last night presented to the first winning crew, the P. W. D., by the donor. The function took place in the Royal Hongkong Yacht Club, the Commodore (Mr. E. W. Carpenter), Vice Commodore (Mr. A. L. Shields) and several members being present.

The Commodore said Mr. Hornell had come to present the winning crew with the cup which he had kindly given for the Hong Fours race. He had always taken a great interest in rowing, and in the Hong races particularly, and they soon hoped to see him in action again in one of the boats as cox (hear hear). "He was certain it would not be his fault if the crew he was coxing did not win," (laughter).

Mr. Hornell then handed the cup to Mr. K. S. Robertson, the stroke of the winning crew, which won the race on the opening "stroke and ladies day." In so doing, he said he hoped it would serve the purpose for which he put it up. Two years ago he felt that the race was not being rowed under the conditions it should be. People who had lived and worked in Hongkong for a few years ought not to be expected to compete with the young men in the Navy. The P. W. D. had perhaps a pull over others, because of their numbers, but they always supported rowing and were in fact its keenest supporters in the Colony. (Hear hear).

Mr. Robertson thanked Mr. Hornell and said they all hoped to see him back in a boat coxing a crew. The P. W. D. were glad to have won the cup and would try and win it again next time. (Applause).

The cup was filled and passed round in the time-honoured fashion.

The winning crew was as follows: K. S. Robertson (str.), W. R. Andrews, R. Baker, R. C. Keen (bow), and H. C. Pearce (cox).

Mr. Robertson thanked Mr. Hornell and said they all hoped to see him back in a boat coxing a crew. The P. W. D. were glad to have won the cup and would try and win it again next time. (Applause).

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## RUSSIA AND CHINA.

THE CHINESE EASTERN RAILWAY INCIDENT.

Peking, Jan. 22.

One passenger train proceeded from Harbin to Changchun on the 20th, returning on the 21st, but no agreement has been reached regarding the resumption of normal traffic. Otherwise the situation is unchanged.

As regards the expedition referred to in an earlier telegram, the proposal was that Lu Chung-lin, garrison commandant of Peking, should command the right flank, while Chang Yung-jung, military commissioner of Chifeng, should command the left, their forces to unite at Chaoyang, after which they would march against Chin-chow.

Simultaneously, a report from Kalgan states that Feng Yu-hsiang has postponed his departure owing to heavy snowstorms in the region of Urga, which will make it impossible for Feng's party to travel through Mongolia. Feng, therefore, is awaiting more favourable weather.

A message from Kalgan states that Chang Chih-chiang assumed the office of tapan of the North-west frontier defence at Kalgan on January 21st.—Reuter.

Soviet Imperialism.

Peking, Jan. 22.

Comments in the Chinese press reveal the extent of the rift in the Sino-Russian alliance which the Chinese-Eastern Railway dispute has caused.

The semi-official Peking Daily News thinks it is time its countrymen's eyes were opened to the "effrontery of the Soviet agents in China." It invites the student leaders to examine M. Kamshin's protest to the Waichow in the light of his teachings against so-called imperialism; also to examine the reasons for the loss of Mongolia, the activities of the Soviet agents in Sinkiang and elsewhere and the ruinous conditions imposed on South China by the Soviet agents in Canton and other southern centres.

Referring to the latest of Soviet armed intervention, the vernacular paper Shih Jai Jih Pao says that if these reports are true then "the mask of friendship for China which Soviet Russia has been wearing in this country for the past few years will be exposed in all its nakedness. We do not doubt that the Soviet is opposed to imperialism, but we are equally set against Red Imperialism, which has clearly exposed its designs on this country."—Reuter.

## NORTHERN SITUATION.

PENG YU-HSIANG'S "RETIREMENT"

Shanghai, Jan. 22.

Owing to the critical situation caused by the fall of Shanhaikwan, General Sun Yuch has telegraphed to the commanders and officers of the first, second and third armies requesting them to persuade General Feng Yu-hsiang to emerge from his retirement in order to take charge of the situation.

It is reported that General Feng is not in favour of the speedy recapture of Shanhaikwan.

General Chang Tso-lin telegraphed to General Wu Pei-fu on the 17th stating that he would leave all affairs inside Shanhaikwan to the control of General Wu, while he himself would deal with those outside Shanhaikwan. General Chang added that he had no definite idea with regard to the restoration of the legal President. A separate telegram was sent to Chang Chien instructing him to personally consult with General Wu.—Wah Kiu Yat Po.

## REPULSE BAY HOTEL

## A DINNER DANCE

will be held every

TUESDAY

WEDNESDAY

THURSDAY

and

SATURDAY

Dinners served from 7.30 p.m. to 9.30 p.m.

Special Menus on Wednesdays and Saturdays ... Price...\$3.50  
Regular Menus on Tuesdays and Thursdays ... Price...\$2.50

DANCING AND MEALS A LA CARTE UNTIL MIDNIGHT

SUNDAYS:—ORCHESTRAL CONCERTS  
during tiffin and afternoon tea.

THE HONGKONG & SHANGHAI HOTELS, LTD.

## For The COMING RACES.

## GOERZ CAMERAS BINOCULARS

The Best in the world

NEW STOCK JUST ARRIVED.

HALL, LAW & Co., Ltd.

PHONE 3217

30-32, DES VOEUX ROAD, C.

Hear these latest Fox Trots with Vocal Chorus on your Phonograph—

BAM BAM BAMY SHORE

FRESHIE (The New Collegiate).

CAROLINA SWEETHEART.

NOBODY BUT FANNY.

## EDISON STUDIO

No. 1 Duddell Street

## THE NAVY'S CHOICE

Coates' ORIGINAL

## PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.

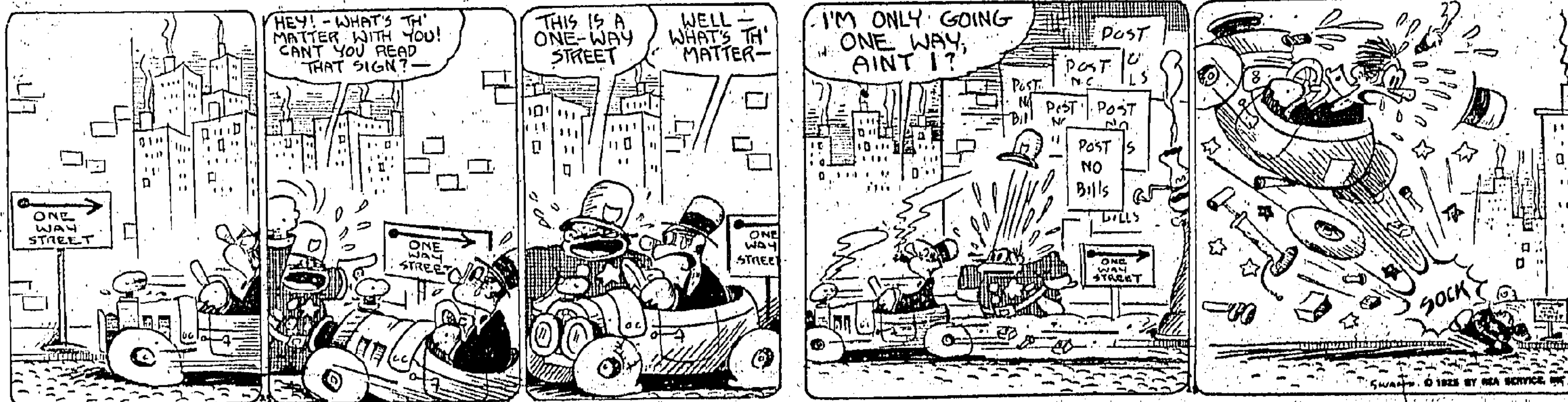
SALESMAN SAM.

No Reason for Argument

By Swab.

## Teething troubles

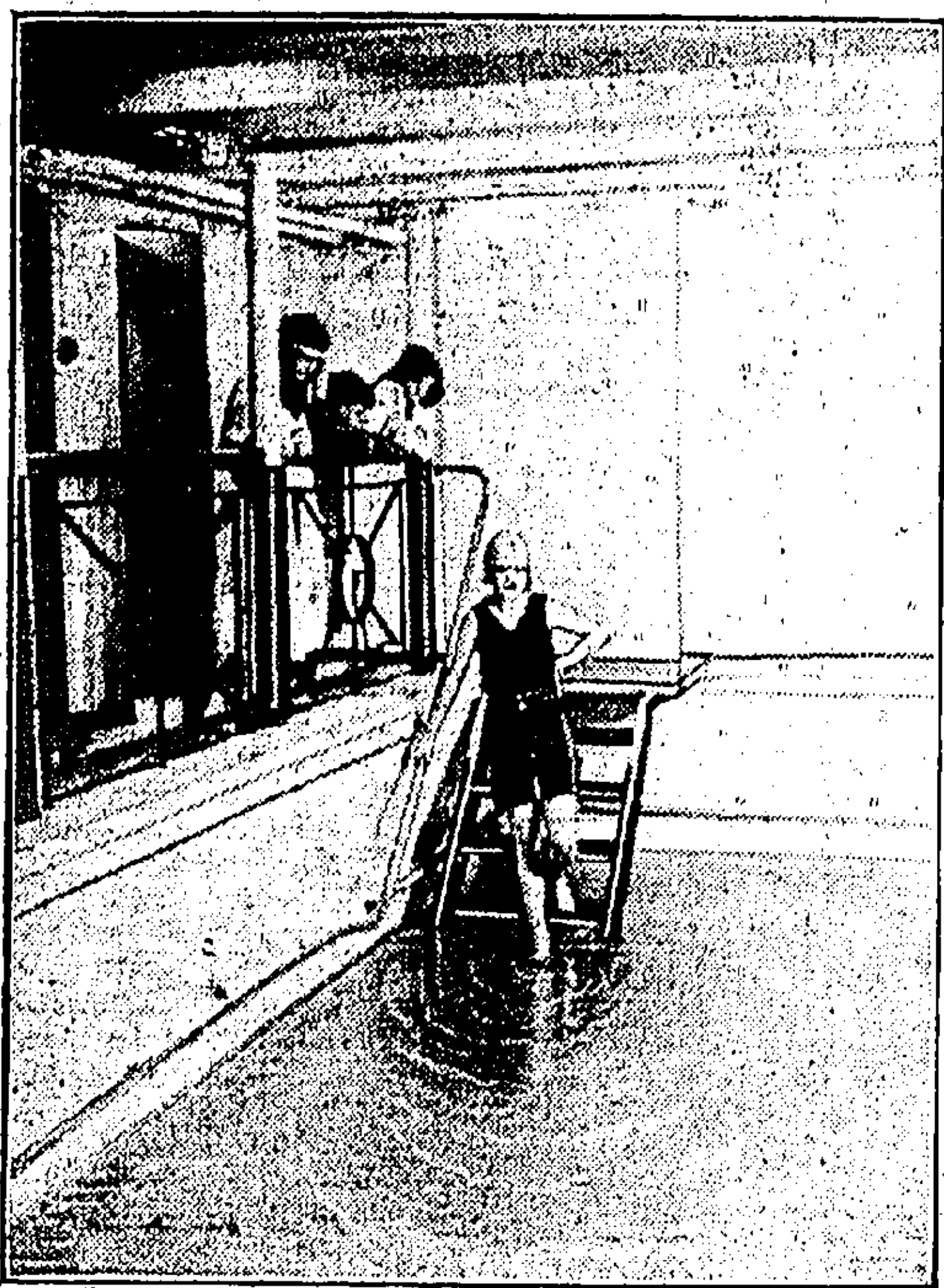
Because SCOTT'S Emulsion contains 44% of pure cod liver oil and lime salts for bone formation, it prevents teething troubles, rickets and soft bones. Ask for genuine SCOTT'S EMULSION







This picture shows the Fire Brigade at work on the big masts which caught fire at Causeway Bay, close to the Belilos Reformatory building, on Saturday last.



Amongst the splendid equipment on the s.s. Belgenland is a magnificent porcelain swimming bath, seen above.



A group of students who recently graduated from the Taikoo Wireless School at Hongkong. Mr. J. B. Moore, the instructor, is seated in the centre.



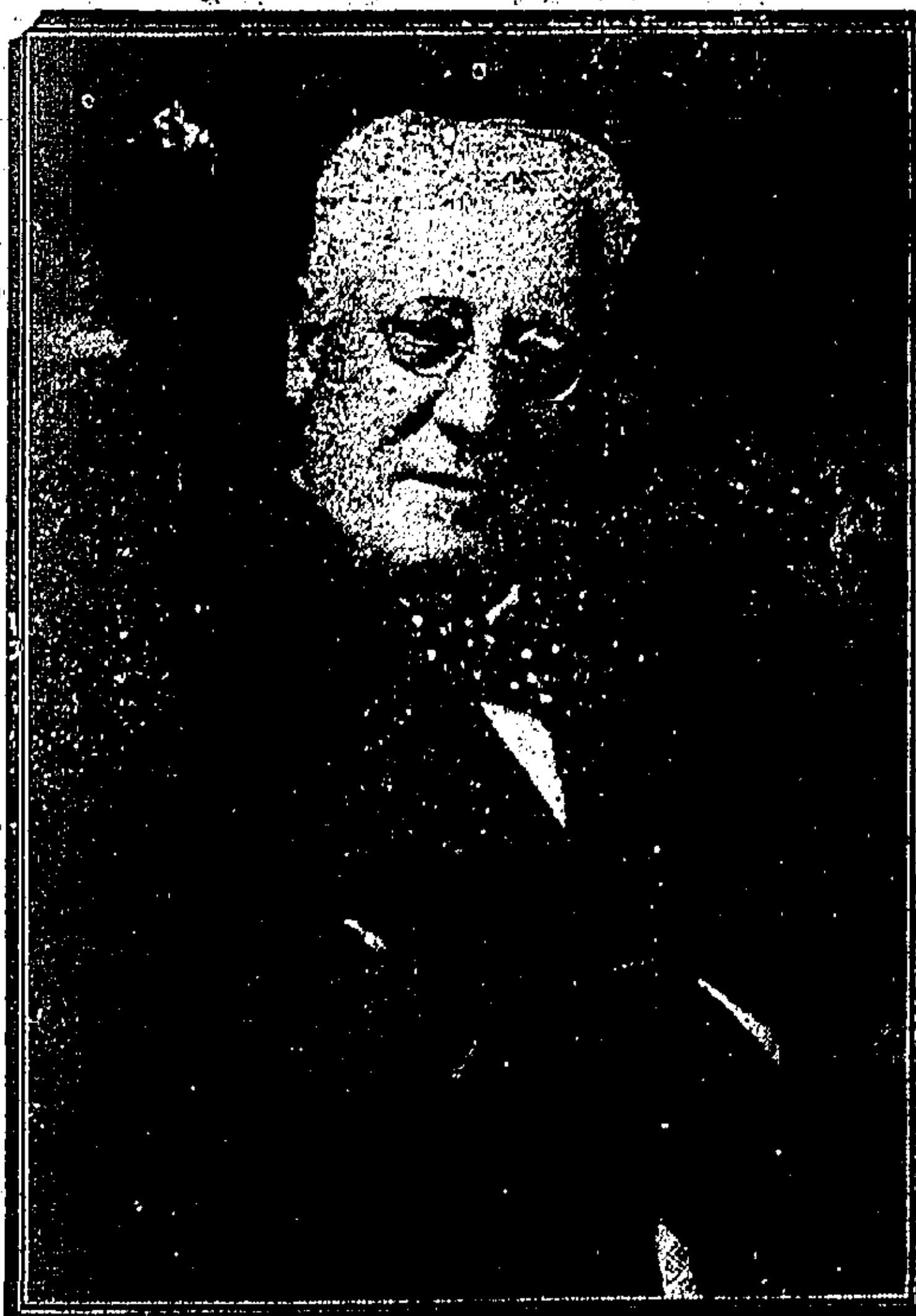
A recent portrait of Sir Laurence Guillemard, K.C.B., K.C.M.G., Governor of the Straits Settlements and High Commissioner of the F.M.S.



Mr. George Duncan, of the Kowloon Docks, who has just been honoured with the M. B. E. decoration for his work at the Wembley Exhibition.



Deck tennis is a popular form of sport with the Belgenland tourists. Lady passengers are here seen getting in some exercise aboard the mammoth liner.



Mr. T. H. Harris, who after more than 42 years in Shanghai, has just retired from the position of General Manager of the China Merchants Steam Navigation Company's wharves, and has left for home.



Here are the Civilian and Navy teams who met on Saturday last in the final of the Lai Wah Cup, the former winning by two goals to one. (Photo: A. Hing).

## Fancy Half Hose



Our great variety of socks in plain colours, mixtures, checks and striped designs, at reasonable prices, offer ample scope for expressing your individual taste. See window display.

WE ALLOW 10% DISCOUNT FOR CASH

**MACKINTOSH Co., Ltd.**

MEN'S WEAR SPECIALISTS

Alexandra Building.

Des Voeux Road.

## G. FALCONER & Co. (HONGKONG), Ltd.

UNION BUILDING (OPPOSITE G.P.O.)

WATCH AND CHRONOMETER MAKERS, JEWELLERS  
DIAMOND MERCHANTS.

A fine selection of English Jewellery, Sterling Silver Ware, Watches and Clocks always on hand.

Agents for:—

|                                     |                                      |
|-------------------------------------|--------------------------------------|
| British Admiralty Charts            | Health Sextants, Night Glasses etc., |
| Kelyin Navigational Instruments     | Stanley Drawing Instruments          |
| Ross London Telescopes & Binoculars | Wet's Theodolites, Levels etc.,      |

We invite the Public to call and inspect our varied stock, and compare prices.

Over half a century's reputation throughout the East as the House of Quality.

Established ... .. 1855.

## After Shopping

Either as a rendezvous, or a restful retreat after a busy day's shopping, Wiseman's new lounge has that personal appeal that makes all the difference.

Morning Coffee or Afternoon Tea daintily prepared and served.

Fragrant Coffee a Speciality.

## Cafe Wiseman

One of the most treasured possessions of friends far away is a photo of their dear ones overseas. The Ming Yuen Studio is fitted with the most modern photographic equipment and will be pleased to show you specimens of their work.

**THE MING YUEN STUDIO**

(Battery Path.)

Official Photographers to the "H. K. Telegraph"

## WHITEAWAY'S

SPECIAL

BARGAIN.

**9 ONLY**

MEN'S

DRESSING

GOWNS

All Pure Wool in Nice Grey Shades. Sizes 34, 36 and 38 Chest.

Usual Price \$29.50

SALE PRICE **\$15.00**



WHITEAWAY, LAIDLAW & CO., LTD.  
HONGKONG



## Prepaid Advertisements

25 WORDS FOR \$1.00  
(\$1.00 if not prepaid)

The following replies are awaiting collection:

1314, 1320, 1376, 1384, 1385,  
1392, 1342, 1397, 1409, 1418,  
1375

### TUITION

**SPANISH LANGUAGE TUITION.**—Students taught both Technical and Commercial Spanish, rapid method. Proficiency guaranteed in six months. The Spanish professor is a higher graduate of Madrid University. For particulars, apply Post Office Box 635.

### PREMISES TO LET

**TO LET.**—Furnished 5 roomed house. Seaford Kowloon, modern Sanitation and Garage. For a period of 10 months or more. Terms \$200.00. Apply Box No. 1437 c/o "Hongkong Telegraph."

**FOR SALE.** Direct from London and Paris, a few Evening and Afternoon Frocks suitable for the races. Particulars from Box No. 1436 Hongkong Telegraph.

**TO LET.**—From 1st April to 31st December, furnished, top floor flat of four large rooms with kitchen and gas stove, pantry, store room, bathroom with geyser, etc.

Apply W. S. Bailey, 4 Armand Bldg., Kimberly Road, Kowloon.

**TO LET.**—European Flats to let No. 2, Peking Road, Kowloon, Ground First and Second Floors with modern conveniences. Occupation February 1st. Apply Lee Kee, 21 Wellington Street, Tel. C. 1483.

**TO LET.**—1st April, 30th Nov. Modern, completely furnished, comfortable flat, in Central district, suit two bachelors. Apply Box No. 1434 c/o "Hongkong Telegraph."

**TO LET.**—Two large rooms excellently situated for offices on the 2nd floor and one large room on the 3rd floor of "St. George's" Building facing Ice House Street. For terms and particulars apply to Hongkong & Torriorial Estates, Ltd., "St. George's" Building.

**TO LET** self contained flat in Armand Buildings, Kowloon, four large rooms, kitchen, servant's quarters &c. furniture and fittings may be taken over if required. Apply Post Office Box 609, Hongkong.

**TO LET.**—One European flat, Wanohai Gap Road, Hongkong. Apply to 32 Kennedy Road.

**TO LET.**—Two newly constructed European houses, Magazine Gap, Motor Road, three flats, three large rooms each, with kitchen, servants' quarters and bath room, fitted with flush system. Garages provided. Immediate possession. Apply Sang Kee, New Bank Building.

### THE BANK OF EAST ASIA LIMITED.

NOTICE is hereby given that the SEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Registered Office of the Company No. 10, Des Voeux Road Central at 3.30 p.m. Saturday February 6th 1926, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December 1925. The Transfer Books of the Company will be closed from Saturday, 30th January to Saturday, 6th February 1926 (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,

KAN TONG PO,

Chief Manager.

Hongkong, 21st Jan. 1926.

### MISCELLANEOUS.

**FOR rent** unfurnished houses. Hongkong, side, splendid position; one bathing hut, central position at Repulse Bay, cost \$1000. Offers wanted to rent or outright sale. Small Investors. Telephone 4630.

### FOR SALE.

**DOGS** for sale.—Direct from Australia—Mr. Phillips is leaving Hongkong. Seven beautiful dogs left. Sporting and Fancy. Can be viewed at Leo Gardens—Enquiries Fred Kew & Co. C. 732.

**BELGIUM CANARIES**, one pair, also zinc wire aviary 2' x 2' x 2', complete, fountain, seed tray, stand, wind screen, one breeding cage. All for \$25. Box No. 1438, "Hongkong Telegraph."

### HELENA MAY INSTITUTE.

MUSICAL, 28TH JANUARY.

For Members and friends.

"THE SQUEAKETTES"

In songs and dances.

Performance—5.30 sharp.

Tickets:—50 cents; to be obtained from the Secretary.

Hongkong, Jan. 22, 1926.

### INSTITUTION OF ENGINEERS and SHIPBUILDERS.

A Dinner will be held on Friday, February 19th, 1926. Full details will be circulated as soon as possible.

Members are requested to keep this date open.

P. T. FARRELL, Hon. Secretary.

### PENINSULAR HAIR DRESSING SALOON

MR. JOHN C. WICKS.

Hair Dressing Specialist

"Empress of Russia"

attends clients at the above saloon

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF THIS COMPANY will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on THURSDAY, the 28th January, 1926, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1925.

The Register of Shares of the Company will be CLOSED from Wednesday, the 20th January, 1926, to Thursday, the 28th January, 1926, both days inclusive.

By Order of the Board of Directors,

F. H. CRAPPELL,

Acting Secretary.

Hongkong, Jan. 15, 1926.

### CHURCH SERVICES.

**St. Andrew's Church, Kowloon**—A Special Day of Preparation for Thank-offering Sunday, 8.15 a.m. Holy Communion; 9.45 a.m. Confirmation Classes; 10 a.m. Young People's Service; 11 a.m. Morning Prayer and Sermon. Preacher: Rev. A. D. Stewart, M.A. Anthem: "Thou wilt keep him in perfect peace." (C. Lee Williams). 2.45 p.m. Sunday School; 3 p.m. Bible Classes; 6 p.m. Evening Prayer and Sermon. Preacher: Rev. Walter Scott, M.A. R.N. Soloist: Mr. J. W. Baldwin.

### NOTICE.

Notification is hereby given that Mr. Yeung U. Tin is no longer employed by this Company, and further, that monies now due and owing to Struthers and Barry must not be paid to him from and after this date. Any amounts paid after publication of this notice will be considered as though they had not been made. All payments should be made to the Office and no receipt will be valid unless signed by the Agent.

STRUTHERS & BARRY, L. Everett, Inc., Agents.

### LADIES' RECREATION CLUB.

The finals of the Ladies' Open Championship will be played at the L.R.C. on Monday, January 25, at 2.45 p.m. Finalists: Mrs. E. Grimbale and Mrs. R. E. Tottenham. It will be followed by an exhibition Men's doubles, Col. Russell-Brown and Maj. Hattersley-Smith v. Dr. R. E. Tottenham and Lt. Broome.

The Committee and Members will be at home to their friends at the Club that afternoon.

Hongkong, Jan. 22, 1926.

### THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN THAT THE THIRTY EIGHTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Offices of Messrs. Jardine Matheson & Co., Ltd. on WEDNESDAY, 27th January 1926 at noon for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December 1925.

The REGISTER of Shares of the Company will be CLOSED from Friday, 15th January to Wednesday, 27th January, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors,

L. S. GREENHILL,

Secretary.

Hongkong, 7th January, 1926.

## IMPORTANT NOTICE.

### LAMMERT BROS.

SALE OF CARPETS, BLANKETS, LINEN & HAIR MATTRESSES, ETC.

(Salvage ex Hongkong Hotel Fire)

will be held on

MONDAY, the 25th January, 1926,

commencing at 2.45 p.m.

at The Steam Laundry Works, Yaumatei.

(Behind the Orient Tobacco Co., Ltd., Coronation Road).

Terms:—As Customary.

LAMMERT BROS., Auctioneers.

Hongkong, January 21, 1926.

### PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on WEDNESDAY,

the 27th January, 1926, commencing at 2.30 p.m., at No. 231, Nathan Road (No. 4 Ley's Building), Ground Floor, Kowloon,

A Quantity of Valuable Household Furniture.

Comprising:—

Chesterfield Couch and Armchairs, Teak Hatstand with Bevelled Mirror, Teak Desk and Bookcase combined, Mantel Clock, Carpets, etc., etc.,

Teak Extension Dining Table, Dining Chairs, Teak Sideboard with Bevelled Mirror, Teak Dinner Waggon, Crockery, Cooking Utensils, E. P. Ware, Glass Ware, etc., etc.,

Teak Bedsteads, Teak Double Wardrobe with Bevelled Mirror, Teak Dressing Table with Bevelled Mirror, Teak Chest of Drawers, Teak and Marble Top Wash Stand, etc., etc.,

also

A Few Pieces of Canton Blackwood Ware and

1 Gas Cooking Stove and

1 Iron Safe by "Cyrus Price and Co."

Catalogues will be issued.

On View from Tuesday, the 26th January, 1926.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hongkong, January 20, 1926.

By Order of the Mortgagees

Of the Valuable Leasehold property situate at Victoria, Hongkong, and known as

Section C of the Northern Portion of the Praya Reclamation to the remaining Portion of Marine Lot, No. 69 together with No. 39 Des Voeux Road, West and No. 71 Connaught Road, West erected thereon. Area 2,420 square feet, Crown rent \$44.71.

To be sold

in one Lot.

by

PUBLIC AUCTION

On Tuesday the 26th day of January 1926, at 3 o'clock p.m. at their Sales Rooms, Duddell Street, Victoria, Hongkong.

by

Messrs. LAMMERT BROS., Auctioneers.

For further Particulars and Conditions of Sale Apply to

Messrs. JOHNSON STOKES and MASTER

Prince's Building, Hongkong.

or to

Messrs. LAMMERT BROS., The Auctioneers

Hongkong 12th January 1926.

### PUBLIC AUCTION.

By Order of the Mortgagees

Of the Valuable Leasehold property situate at Victoria, Hongkong, and known as

Marine Lot, No. 345 together with No. 119 Connaught Road, Central and No. 237 Des Voeux Road Central erected thereon. Area 2,240 square feet, Crown rent \$2.00

and

Marine Lot, No. 346 together with No. 120 Connaught Road Central and No. 239 Des Voeux Road Central erected thereon. Area 2,228 square feet, Crown rent \$42.00.

To be sold

in two Lots

by

PUBLIC AUCTION

On Tuesday the 26th day of January 1926, at 3 o'clock p.m. at their Sales Rooms, Duddell Street, Victoria, Hongkong

By

Messrs. LAMMERT BROS., Auctioneers.

For further Particulars and Conditions of Sale Apply to

Messrs. JOHNSON STOKES and MASTER

Prince's Building, Hongkong.

or to

Messrs. LAMMERT BROS., The Auctioneers

Hongkong 12th January 1926.

S. S. "SI-KIANG"

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

Consignees of Cargo from Dunkirk, Antwerp, London, &c. also cargo from Havre, La Pallice, Bordeaux & Cognac ex s.s. "GRE PIERRE LECOQ."

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong Kowloon Wharf and Godown Co. Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 p.m. to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Wednesday the 27th instant at noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the Saturday, the 30th inst. or they will not be recognized.

All damaged packages will be examined on Wednesday, the 27th inst. at 10 a.m. by Messrs. Goddard and Douglas.

No fire insurance has been effected.

R. RODENFUSER, Agent.

Hongkong, 21st Jan., 1925.

KOWLOON CITY ROAD,

20 min from Star Ferry by Kowloon City Bus.

Come and buy our hand-knitte Coats, Sweaters, Jumpers, Shawls, Scarves, Socks and all kinds of Children's Woolies.

Latest styles in "Fair Isle" and plain and fancy Jumper.

Orders taken for knitting in wool or silk

K. BESWICK, Supt.

Telephone K. 101.

INSTITUTION FOR THE BLIND.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. DE SOUSA.

GENERAL AUCTIONEERS, IMPORTERS, EXPORTERS & GENERAL BROKERS.

HUGHES & HOUGH LIMITED.

By Order of the Mortgagees

Of the Valuable Leasehold property situate at Victoria, Hongkong, and known as

Section C of the Northern Portion of the Praya Reclamation to the remaining Portion of Marine Lot, No. 69 together with No. 39 Des Voeux Road, West and No. 71 Connaught Road, West erected thereon. Area 2,420 square feet, Crown rent \$44.71.

To be sold

in one Lot.

by

PUBLIC AUCTION

On Tuesday the 26th day of January 1926, at 3 o'clock p.m. at their Sales Rooms, Duddell Street, Victoria, Hongkong.

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Messrs. LAMMERT BROS., Auctioneers.

For further Particulars and Conditions of Sale Apply to

Messrs. JOHNSON STOKES and MASTER

Prince's Building, Hongkong.

or to

Messrs. LAMMERT BROS., The Auctioneers

Hongkong 12th January 1926.

### NOTICE TO CONSIGNEES

OCEAN STEAM SHIP CO., LIMITED.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer

"AUTOMEDON"

are hereby notified that the cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on after 23rd January.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free-storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 29th January, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 12th February, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

23rd January, 1926

### U. S. COAL DISPUTE.

#### NEWSPAPER PEACE PLAN DISCUSSED.

Scranton, Penn., Jan. 22.

Hopes for a settlement of the anthracite coal strike have been revived owing to the mineowners' and miners' representatives accepting a peace plan submitted by a local paper as the basis of negotiations, whereby the miners resume work immediately on a five years' contract dating from the time of the signing of the agreement, the wages paid under the last contract to continue during the terms of the new contract unless changed as provided for in the peace plan.

Later. The peace move has apparently been defeated, the owners announcing that they decline to negotiate on the basis suggested by the newspaper.—*Reuter's American Service.*

### LIBERALS SPLIT.

#### THE LAND POLICY.

A speech which was made on January 6th. at Carmarthen by Sir Alfred Mond, Liberal ex-Minister, is the political topic of the hour. Sir A. Mond has been for many years one of the closest associates of Mr. Lloyd George. In his speech he declared that his personal regards for Mr. Lloyd George did not relieve him of his obligation to express his honest views on the agricultural policy. He criticised various points of Mr. Lloyd George's and the reform proposals, pronouncing, notably, his hostility to a proposed creation of new officials to control agriculture. He said that he could not accept any land policy which did not reduce to a minimum all interference with individual citizens.

Sir A. Mond added: "I should protest most earnestly against any attempt being made to constitute adhesion to the original or revised land proposals as a test of loyalty to Liberalism. I certainly could never accept such a position, and I am speaking not only for myself, but I know for many others. No one has worked more assiduously to re-unite our party than myself and no one has more right to protest against any attempts being made to create a fresh and unwarranted division in our ranks."

Commenting on Sir A. Mond's speech, the *Evening News* remarks: "A grave split in the Parliamentary Liberal party over Mr. Lloyd George's land proposals was suspected when Parliament rose. It has now been definitely avowed by Sir Alfred Mond."

Mr. Lloyd George has been on the Italian Riviera since the middle of December with Dr. Macnamara and other of his most intimate political colleagues. It was announced this afternoon that the bad weather and the sudden illness of his daughter, Megan, who is suffering from appendicitis, have made it likely that Mr. Lloyd George will be back town at the end of this week. *British Wireless.*

News has been received from New York to the effect that the Opera "Kuan-Yin, The Goddess of Mercy" which was produced in Peking by the author, Mr. A. Avshalomoff and Mr. Carroll Lunt, will be staged at the Neighbourhood Playhouse in New York some time during the forthcoming season and before May 1, 1926.

## REPULSE BAY HOTEL

## CARNIVAL

on SATURDAY, 30th JANUARY, 1926.

DINNER \$4.00 per head.

(Fancy or Evening Dress Optional)

LATE BUS TO THE PEAK HOTEL 12.15 a.m.

SPECIAL BUS TO THE HONGKONG HOTEL 12.30 a.m.

Tables for above may now be booked at the Hongkong or Repulse Bay Hotels.

Telephones:—C.32 & C.776.



## COKE AND TAR

We are now in a position to supply the above direct to consumers and shall be pleased to do so in quantities upwards of 1 Cwt and 1 Gallon respectively.

PRICES, either Ex works or delivered, may be obtained on application.

**Hongkong & China Gas Co., Ltd.**

Phone C. 4704 C. 4 or K.1.57

**P. T. FARRELL**  
Consulting Engineer

— AND —  
Manufacturers' Representative.

Agent for: Bolinder's Crude Oil Engines

Marine, Stationary and Lighting.

King's Building, Top Floor.

Telephone C. 2566. Telegraphic Address "FARSEEING."

### MAKE YOUR WALLS

### FIREPROOF & WEATHERPROOF

(By Using

### DIAMOND RIB

### METAL LATH.

NO WASTE: The Interlocking V-Shaped Ribs give a true working edge that prevents waste in lapping edges and ends.

Write for full particulars to:

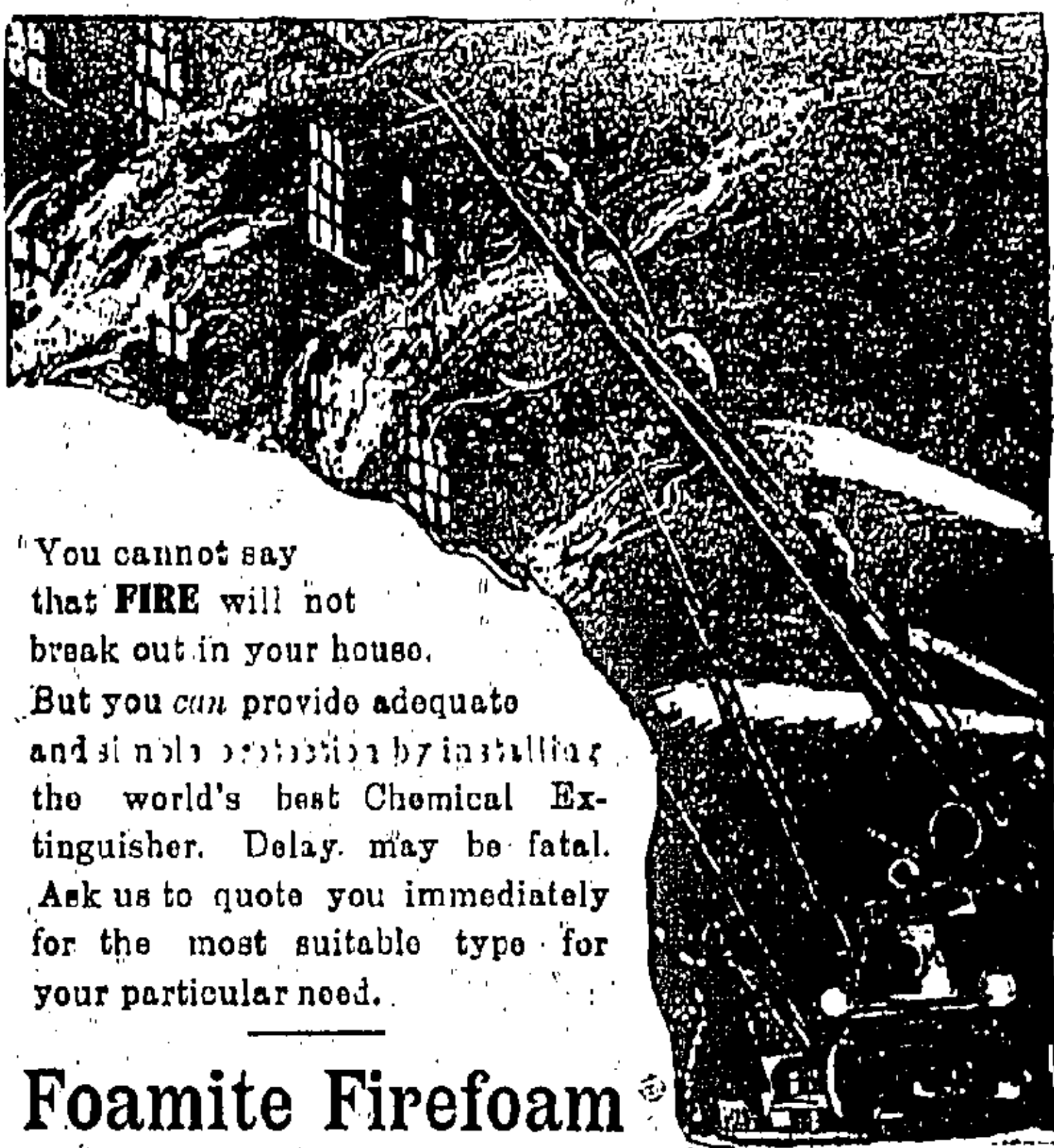
THE

HONGKONG EXCAVATION, PILE DRIVING & CONSTRUCTION CO., LTD.

Tel. C. 3749.

2nd Floor, Powell's Building.

### YOU NEED FIRE PROTECTION



You cannot say that FIRE will not break out in your house. But you can provide adequate and reliable protection by installing the world's best Chemical Extinguisher. Delay may be fatal. Ask us to quote you immediately for the most suitable type for your particular need.

### Foamite Firefoam

The United Asbestos Oriental Agency, Ltd.

2, Queen's Buildings.

Tel. C. 236.

### POTTERY AND BRONZES.

#### CHINESE DESIGN AND CRAFTSMANSHIP.

The art of casting in bronze in China dates back traditionally to some three thousand years B.C., and ten hundred years before authentic Chinese history began. Yu the Great, founder of the First Dynasty in 2205 B.C., ordered to be cast nine great cauldrons, which were preserved as royal insignia until 233 B.C. But there does not now exist any piece of Chinese bronze that can be definitely assigned to the First Dynasty, although in a few cases bronzes have been tentatively ascribed to the Second, or Shang, Dynasty (1766-1123 B.C.). What is undeniably certain is that as yet no "primitive" pieces are known. Extant early bronzes display a mastery of design and craftsmanship which must have been the result of centuries of long evolution.

This seemingly miraculous state of perfection is apparent, says the "Art Critic" of the London Morning Post, in the remarkable collection on view at Messrs. Yamanaka's, New Bond Street, which dates from the Chou Dynasty (1122 B.C.), to the Tang 618 A.D.-906 A.D. The earliest example is a magnificent "Wine Jar" which is monumental in shape and wonderfully beautiful in ornamentation and patina. This jar is almost similar to one in Baron Sumitomo's collection at Osaka, Japan, which is the most famous in existence. Particularly fine also in shape, workmanship, and richness of colour are the covered vessels for holding wine, one of them having a proud outcurved mouth and graceful body bearing four panels of the "clouds and thunder" meander, with central nipples, symbolical of fertility and growth.

#### MUTATIONS IN STYLE.

The succeeding Ch'in Dynasty was of short duration (255 B.C.), but it introduced a wholly new style. Strength gave way to a sort of rococo elegance and symmetrical decoration illustrated in a beautiful incense burner with basket-like pattern and birds, their wings outspread as if in upward flight. Very little is known about the bronzes of this brief period, and until further specimens are discovered it will be impossible to explain the influences that brought about the sudden changes mentioned and those that appear in the Han or third style period (206 B.C.-220 A.D.), which is completely different from the Ch'in having in spirit, breadth, and boldness a closer resemblance to the Chou.

The Six Dynasties (256 A.D.-618 A.D.) are represented by admirable gilt figures, notably those of Buddhas, while of the Tang period (618 A.D.-906 A.D.) are fifteen splendid pieces of silver found in a tomb at Pei Huang Shan in Hsi-an Fu, the capital of the Shensi Province. Charming in form and exquisite in ornamentation are a vase with birds and flowers, the covered wine jar, the bowl, and dish. Note also should be made of several examples of Scythic and Japanese bronzes, which add artistic and instructive variety to a collection unequalled in this country.

At Paterson's Gallery, Old Bond Street, there is an attractive exhibition of Chinese pottery. The principal pieces include an excellent pair of biscuit vases a biscuit blue and turquoise vase (Ming), a large Ting Yao bowl (Sung), a clair de lune incense burner (Sung), and two bronze sacrificial vases (Chou).

### INFLUENTIAL CHINESE ON BOLSHIEVISM.

#### "WORSE THAN A WILD ANIMAL."

A very frankly worded proclamation exhorting Bolshevik tendencies in Shanghai and urging the police to hunt out all Communist agents has been issued by Colonel Yen Chung-yang, Chinese Chief of Police, to his men, reports the Shanghai Times.

The proclamation sets out by saying that as he has been in office only a month he has not been able to address his men and has adopted proclamation form instead. He expresses regret that the men's wages have not been paid up to date but says that wages are now only one month in arrears.

The Police Chief then goes right into the subject of Bolshevism and describes the evils likely to ensue if these tendencies are not stamped out in Shanghai. He sketches a picture of conditions in a Bolshevized country and states: "Everyone who has seen the condition of nationals of a certain nation which adopted Bolshevism when it was strong will realize this. These men are to be seen on the wharves begging for alms. These people are not of the same race as the Chinese but people should know what conditions are like."

The proclamation goes on to state that: "Bolshevism and Communist agents are now very actively engaged in propaganda work for results which will be worse than a flood or a wild animal."

### ROYAL BARBER.

#### HAIRDRESSER STILL BUSY AT 84.

Britain's oldest barber, Mr. Charles Howlett, still working, though he is more than half-way through his 85th year, shaves and cuts hair for farm labourers in his little shop at Snettisham, Norfolk, in the market-place of his native village.

But on days of the week he drives his little pony trap to Sandringham to attend to Kings and Princes.

For nearly 60 years he has had kings and cowmen as clients, having held the appointment of hairdresser at Sandringham for 57 years.

On November 10, 1885, he gave King George, then Duke of York, his first shave, and also cut his hair. On January 20, 1889, he trimmed the Duke's beard for the first time.

Since then many kings and princes have sat under the scissors or razor of this remarkable barber, among the King of Norway, the late Duke of Clarence, the late Prince John, the Prince of Wales, the Duke of York, Prince Henry, Prince George, the late Duke of Teck, and the Crown Prince Olaf of Norway.

The latest craze of certain sections of artistic London, says an evening paper, is to dine in Limehouse. You find a queer mixture of young people in search of colour, sailors from the docks, as well as the Chinese themselves, who vary from students to the inhabitants of Limehouse. Those who go in search of local colour, come away a little disappointed, for, beyond an animated party of Chinese playing mah-jongg, there is nothing to suggest that you are in the district that Thomas Burke has made appear so lurid. Even the streets appear empty and deserted.

### PRAGUE ART SCANDAL.

#### MINISTER OBJECTS TO NUDE STATUES.

Prague also has its art scandal. A new State Institute of Health was to be opened, and one of the professors of the Academy of Art was entrusted with the work of external decoration. Without consulting anyone, he decided that the main entrance would be improved by allegorical figures of Health and Strength placed on either side, and that these figures should be nude ones of a man and a woman.

Unfortunately, the Minister of Health, who was to open the place in public, is none other than the Catholic Monsignor Shramek, the leader of the powerful Clerical Party. When he learned of the decorations he took a private view, and then refused to open the institute until they had been removed. As it was impossible to remove the figures in time for the opening days, the Minister of Public Works decided on a compromise. Thus the reverend gentleman passed between two discreetly covered figures, which did not offend the moral eye: pine and other leaves had been used in sufficient profusion.

After the opening the Minister of Health ordered the removal of the figures to the cellar, to remain there until taken back to the artist's studio.

### EUROPE'S CHAMPION TYPIST.

#### 4,078 TAPS IN FIVE MINUTES.

Paris.—For the third year in succession Mlle. Odette Piau has won the European typewriting championship, the contest for which has just been held here. The test consisted of writing repeatedly as many times as possible during a period of five minutes a memorised sentence chosen by the competitor. The "score" was measured not as in England and America, by the number of complete words written, but by the number of key taps made during the five minutes, deduction being made for all errors.

Mlle. Piau succeeded in striking 4,078 keys with only fifteen errors during the stipulated period. In virtue of the fact that she had previously won the championship twice, Mlle. Piau now becomes entitled in addition to receiving the prize of 2,500 francs for this year's victory to become the permanent owner of the handsome championship cup.

The champion, who is a French girl employed by the League of Nations at Geneva, by this victory beat all previous world records in typewriting speeds. The third place was taken by an English girl named Mitchell, who scored 4,060 key taps with only three faults.

### "WE DON'T WANT HATS."

#### INDIGNANT TURKS AND EUROPEANISATION.

The eastern provinces of Turkey are seething with discontent at the Government's Europeanising reforms. The Government admits that several vilayets are affected, including the districts of Erzurum, Sivas, Trabzon, and Razi. Now another riot has occurred at Marache.

The demonstrators marked their religious indignation by parading before the Vail's house carrying the sacred green flag which they had taken down from the mosque. They shouted, "Down with hats!" "We don't want hats!" The authorities restored order by force, making forty arrests.

Meanwhile at Sivas the counter-revolutionary court has hanged the clerical author of a pamphlet against hats.

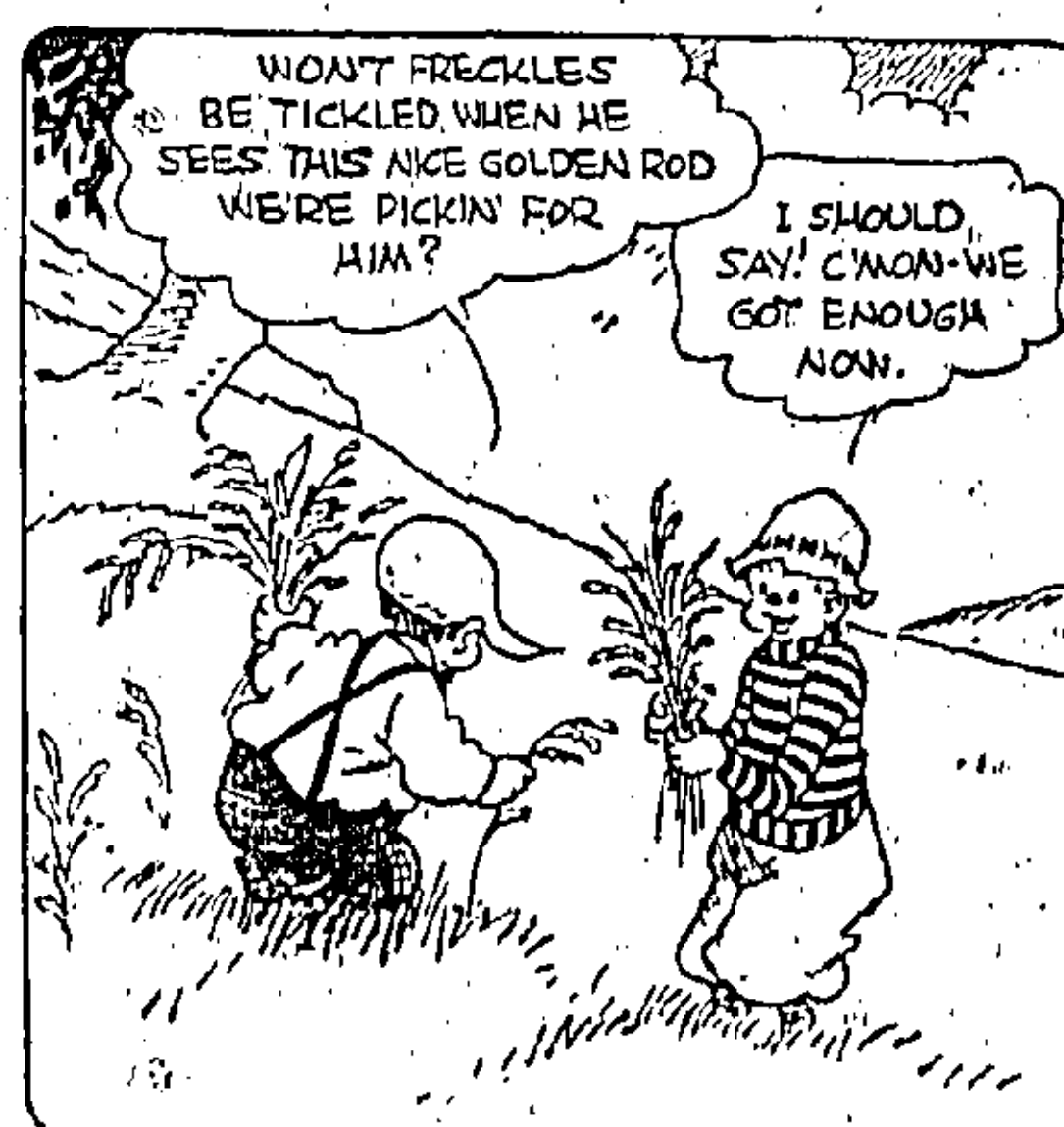
Sir Oliver Lodge has summed up his cosmic beliefs as follows: "I believe that creation is continual creation in the depths of space. Things may happen whereof we can have no conception. When one considers that we are receiving the light of stars which shone thousands of years ago and that this self-same light is only reaching us now, it can only testify to the unity of mind that created and is creating it."

### FRECKLES AND HIS FRIENDS

### Cause for Celebration

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A FRESH SHIPMENT MANUFACTURED BY  
**CAILLER'S**  
HAS JUST ARRIVED  
YOU CAN BUY THEM  
AT  
**LANE, CRAWFORD'S, CAFE WISEMAN**  
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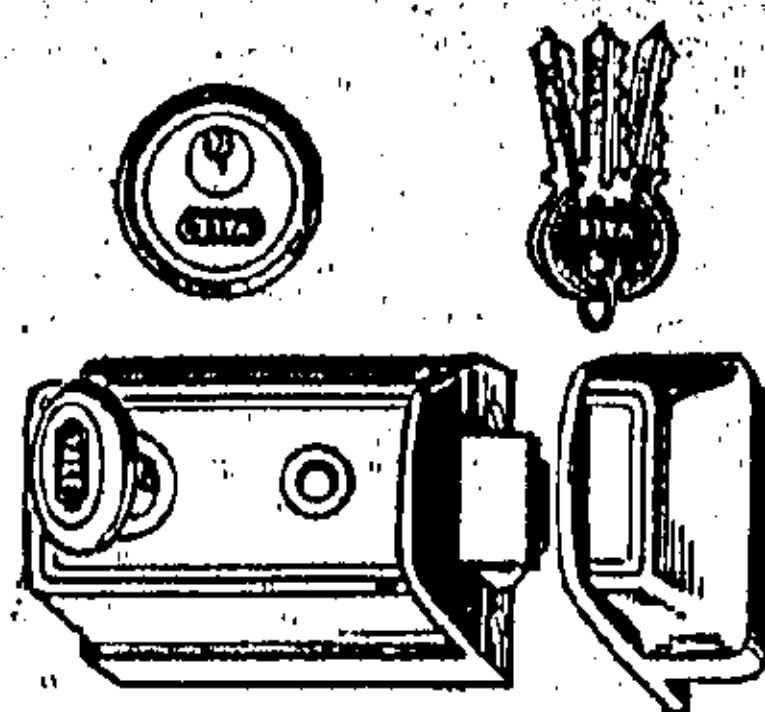
## BUSINESS as USUAL

Our Ladies' Department is now  
situated on the First Floor of our  
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New Shipments have arrived,  
and we again have a full  
selection of all kinds of smart  
Ladies' Wear.

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MUSTARD & CO., LTD.

16-17, Connaught Road, Cent.

The Telegraph.

SATURDAY, JAN. 23, 1926.

### RAILWAY DISPUTE.

With big disputes pending in  
the mining and railway industries  
at home, it looks as though, in  
spite of all the optimistic fore-  
casts, Britain might be visited by  
very costly industrial stoppages  
during the early months of the  
year. If the Prime Minister can  
succeed in persuading the House  
of Commons to continue pay-  
ment of the coal subsidy, the  
mining dispute will go forward  
into the future, but it looks as if  
the difference of opinion between  
the railway companies and rail-  
way employees is coming to a  
head much earlier.

The railway dispute is an ex-  
tremely interesting one. To-  
wards the autumn of last year  
the Companies announced that  
certain reductions of pay were to  
be made owing to the fact that  
the high cost of living, on which  
previous advances had been  
made, was not then so high as  
formerly and that the operation  
costs of the lines were too high.  
As a counter-move and it had  
been fore-shadowed for some  
time previously, the men made a  
demand for higher wages, and,  
after what threatened to be a  
breach, the matter was referred  
to a specially appointed Wages  
Board to adjudicate upon. The  
report of the Board was issued  
on December 9th, last, and re-  
commended that matters should  
be left practically as they are.  
That report was signed by all the  
Board, including the men's repre-  
sentatives, the Rt. Hon. J. H.  
Thomas and Mr. Dobbin. In the  
opinion of commentators at that  
time, the report was an extremely  
fair one which should have been  
acceptable to both sides. The  
first meeting of the men, on a  
national scale, however, has just  
taken place, delegates from all  
the branches of the National  
Union of Railwaymen gathering  
together, and it is their decision  
to reject the award of the Wages  
Board that has just given rise to  
a delicate and critical position.  
The award was due to go into  
force on February 1st, and that  
makes its rejection a serious and  
urgent matter. Reuter states  
that there is no definite desire for  
strike action, but only a desire to  
reopen negotiations, and the  
Executive of the Union will  
endeavour to meet the Com-  
panies and either secure that re-

opening or secure a postpone-  
ment of the application of the  
award.

It is not easy for us at such  
a distance to judge completely of  
the merits of the workmen's case,  
but it would seem that their deci-  
sion not to accept the award of  
the Wages Board is an arbitrary  
one, especially in view of the  
fact that it was agreed to and  
signed by their own leaders. Had  
the refusal to accept that award  
emanated from the Companies  
there would assuredly have been  
a storm of uncomplimentary  
criticism forthcoming. The pay  
and conditions of British rail-  
waymen are not nearly so bad as  
they are often made out to be; the  
high cost of railway freights due  
to high wages is a serious handi-  
cap on the cheapening and  
revival of general trade, and  
many leading men in the mining  
industry definitely trace that in-  
dustry's gloom to the high cost of  
freight. With Britain struggling  
to revive her trade and with  
many outside factors looking  
brighter than they have for many  
months past, it is sincerely to be  
hoped that both the railway men  
and the Companies will have  
wisdom to avert a stoppage of  
the nation's railway services.

### The Wrong Spirit.

The boycott deadlock is at the  
moment being freely commented  
on in many circles in this Colony,  
and in connection therewith some  
speculation is being expressed  
regarding the Canton Govern-  
ment's sincerity when it states,  
as it recently has done, that it is  
anxious that a peaceful and last-  
ing settlement should soon be  
reached. On this point, it seems  
to us to be a matter of willingness  
to do everything possible towards  
that end. If the Government  
really has the power to terminate  
the boycott, then surely nothing  
would be simpler than to demon-  
strate its professions of friendship  
by deeds. In recent speeches,  
however, some of the Govern-  
ment leaders have made use of  
expressions which can scarcely be  
regarded as reflecting a friendly  
spirit, whilst the *Canton Gazette*,  
over which we imagine the Govern-  
ment to have some control, has  
continued to indulge in language  
violent towards Britain generally  
and Hongkong in particular. In the  
circumstances prevailing, this kind  
of thing is not helpful; indeed, it  
is liable to produce the most un-  
desirable effects. This is a time  
when it is well that nothing should  
be said or written that will tend  
towards the engendering of bad  
feelings either on the one side or  
the other, and for that reason we  
look to Canton speakers and  
writers to give some evidence of  
a desire to deal with the out-  
standing issues in a temperate  
spirit rather than to stir up  
bad feeling by adopting the  
opposite attitude.

### AVIATION TRAGEDY.

AIRMEN LOST ON STORMY  
COAST.

Amsterdam, Jan. 22.  
No trace has been found of the  
two missing airmen who left  
Shijhol aerodrome on Tuesday  
for coast defence aerial exercises.  
All hope of their safety has been  
abandoned. The search was seri-  
ously handicapped by rough and  
foggy weather on the coast.  
—Reuter.

### EXCHANGE RATES.

Rugby, Jan. 22.  
To-day's exchange quotations are:  
Paris 122 1/2  
New York 48 3/10  
Brussels 107  
Geneva 25 1/8  
Amsterdam 12 10/16  
Berlin 30 3/4  
Stockholm 18 1/2  
Copenhagen 21 1/2  
Oslo 21 1/2  
Vienna 34 1/2  
Prague 164 1/2  
Helsinki 102 1/2  
Madrid 34 3/4  
Lisbon 2 1/2  
Rio 7 7/16  
Buenos Aires 40 1/2  
Bombay 1/6 3/16  
Shanghai 2 1/2  
Hongkong 2 1/2  
Yokohama 1 10/16  
Silver spot 80 1/2  
Forward 30 15/16  
—British Wireless.

### DAY BY DAY.

IS IT BETTER TO STIMULATE  
THAN TO CORRECT, TO FORTIFY  
RATHER THAN TO PUNISH, TO  
HELP RATHER THAN TO BLAME.  
—A. C. Benson.

The s.s. Tilawa, which left  
Singapore on the 18th instant, is  
due here on the 24th at 8 a.m.

Starting from to-morrow, the  
Star Theatre, Kowloon, is giving  
special Sunday afternoon matinees,  
commencing at three o'clock.

His Excellency the Governor  
has re-appointed Mr. C. D. Mol-  
bourne to be a Member of the  
Licensing Board for a further  
period of three years.

It is notified in the *Gazette* that  
His Excellency Sir Cecil Cle-  
monti, K.C.M.G., has been pleased  
to accept the position of Honorary  
Colonel of the Hongkong  
Volunteer Defence Corps.

A pianoforte and vocal recital  
is to be given at the City Hall on  
February 9th, at 5.15 p.m., when  
the contributors to the program-  
me will be Mrs. R. Sanger, Mr.  
Harry Ore and Mr. H. E. Gard-  
ner.

It is stated that the s.s. Wah  
Shan, which was captured by  
pickets whilst on the way from  
Kwang Chow Wan to Hongkong  
some months ago, is shortly to be  
released by the Canton authori-  
ties.

His Excellency the Governor  
has appointed Captain James  
Charnock, Army Educational  
Corps, to be a Member of the  
Board of Education, vice Captain  
Arthur Edward Watts, who has  
left the Colony.

Two Chinese were fined \$5 or  
five days, before Commander G.  
P. Hole at the Marine Court this  
morning, when they pleaded  
guilty to mooring their cargo  
boats to five others, alongside the  
s.s. Tjikini, yesterday.

Mr. J. H. Taggart, Managing  
Director of the Hongkong and  
Shanghai Hotels, Ltd., who has  
recently been seriously ill, has  
left by the s.s. Taiping for Aus-  
tralia on a health trip. He is  
accompanied by Mrs. Taggart.

At his sales room yesterday  
afternoon, Mr. A. G. da Rocha  
sold the block of buildings from  
No. 1 to No. 7, St. Francis Yard,  
Wanchai. The upset price was  
\$36,000, and at \$200 above this  
figure the property was bought  
by the Sang Yuen Land Invest-  
ment and Loan Co., Ltd.

An election of a Justice of the  
Peace to serve on the Licensing  
Board for a period of three years  
in succession to Mr. C. G. G.  
Alabaster is to be held at the  
Supreme Court on February 9th.

Further evidence was taken at  
the Central Magistracy before  
Major C. Willson yesterday after-  
noon, in the case in which a  
young Peruvian is charged on  
four counts with obtaining money  
by false pretences by the issue of  
false passports. The hearing  
was again adjourned for one  
week.

Prince Chichibu of Japan, ac-  
companied by his private secre-  
tary, Count Toshio Maeda, and  
his tutor, paid a visit last month  
to the headquarters of the Eng-  
lish Boy Scout Movement in  
Buckingham Palace-road. The  
Prince was received by the Chief  
Scout, General Sir Robert Baden-  
Powell, and Mr. Hubert Martin,  
International Commissioner. A  
guard of honour of Boy Scouts  
saluted the Prince on his arrival,  
and afterwards acted as escort  
during his tour of the building.

In the council room, where  
there were displayed the Japa-  
nese Scout flag and the Scout  
flags of other nation-  
alities, the Chief Scout bade  
warm welcome to the Prince, and  
expressed the opinion that the  
Scout movement made for peace,  
and was likely to be more effec-  
tive than all the disarmament  
proposals, because it went to the  
very root of things and aimed at  
setting up real friendship between  
the young citizens of the world.  
He did not think the ideal of the  
movement needed as much em-  
phasis in Japan as in this  
country, because the teaching of  
"Bushido" or chivalry, was part  
of a Japanese boy's training. The  
Prince, who took a keen interest  
in all he saw, said he had been  
in England over four months and  
contemplated making a prolonged  
stay. He hoped to see something  
more of the Boy Scouts.

## MIXED GRILL —ASHLEY STERNE— —TWISTED TALES—

I have been much interested in  
the case of a burglar who recent-  
ly gained access to a house in a  
fashionable London suburb by  
posing as a piano-tuner. I don't  
know whether piano-tuners nor-  
mally wear a uniform, or carry  
some distinguishing badge (such  
as a double-dotted semiquaver  
hanging from their watch-chain),  
but, at any rate, this enterprising  
individual was admitted without  
question, and this has given me an  
idea. Since our mental staff is so  
gullible, I intend one of these  
days to walk into the Tower of  
London with a tin of "soldier's  
friend" and a button-stick and  
announce that I'm the boot-and-  
knife from Buckingham Palace  
who has been sent along to polish  
up the Regalia. That the Crown  
Jewels will shortly after be offer-



ed across the counter at the  
nearest pawnshop goes without  
saying.

Or I may dip my face in the  
ink, sling a bundle of fishing-rods  
and a coal-sack over my shoulder,  
step into the gold vault at the  
Bank of England, and announce  
I've come to sweep the chimney.  
What a rumper there'll be when  
they find out I've cleared off with  
the National Debt!

Dr. Richard Strauss, having  
started a new fashion by writing  
a long pianoforte composition for  
a one-armed pianist. I foresee  
that ere long there will be quite a  
flood of musical compositions of a  
parallel nature. I myself, am  
already engaged upon a cantata  
for a man with only one tonsil,  
and a song-cycle for another poor  
fellow who has lost his uvula.  
Thereafter, I hope to write a  
series of compositions for instru-  
mentalists with only one ear, or  
who have lost all their wisdom-  
teeth, or who have had their ap-  
pendix amputated. I have in  
mind even writing a rhapsody in  
A flat, with vacant possession,  
for the homeless.

### POEMS ON PROMINENT PERSONAGES.

*The Earl of Oxford and Asquith.*  
I hope 'tis true, my Lord, what  
rumour says:  
That ere long you will emulate  
your wife,  
And duly write the story of the  
days  
Of your most picturesque and  
strenuous life.  
Your memoirs published should  
go with a whizz,  
Sell like hot cakes, and make  
much L.S.D.  
Say, then, if rumour speaks  
aright—or is  
Your answer, as oforetime, "Wait  
and see?"

I am deeply grieved to learn  
that just at a time when Egypt  
is full of visitors who find it  
cheaper to winter in Cairo than  
face the bills of the British plum-  
ber, the back of the Sphinx is  
reported to be cracking. Let me  
endeavour to elucidate the reason  
in rhyme:—

Alas, a dreadful thing to see.  
This damage to the Sphinx's  
back!  
Right down his ancient  
vertebrae  
Appears a most unsightly crack.  
Oh, what has caused your  
dismal plight,  
Grave warden of the desert  
sands?

### STRIKE ON BOURSE.

PROTEST AGAINST  
INCREASED TAX.

Paris, Jan. 22.  
Business on the Bourse was  
entirely suspended to-day as a  
protest against the proposal to in-  
crease the tax on Bourse transac-  
tions. There was an unprecedent-  
ed scene on the steps of the Bourse,

Say, has some vandalising  
wight  
Upon your spine laid impious  
hands?  
Have thunderbolts from out  
the blue  
Descended on you with a  
whack?  
Has some fat tourist sat on  
you  
And caused this fissure in your  
back?

Ah, no, poor Sphinx! 'Tis clear to  
me  
What breaks both men's and  
sphinxes' backs:  
It's nothing more nor less than  
the  
Demand-note for the income-tax.

I didn't know that November  
was a particularly popular month  
for weddings, but judging from  
the newspapers apparently, it is.  
Possibly bridegrooms favour it as  
there is always the chance that  
they may be able to escape in a  
fog. Anyway, throughout the  
past month I have been encounter-  
ing big advertisements in my



daily paper, announcing "season-  
able wedding presents." To my  
thinking this is all wrong.  
Wedding presents should not be  
seasonable; they should be for all  
time. The contracting parties  
will not live in November for ever,  
and of what use are muffs, and  
fur gloves, and skates,  
and hunting-crops, and  
other "seasonable" goods in  
June? Of course, the advertisers  
may have taken a cynical view  
of the matter, argued that few  
modern marriages last six months,  
and consequently wedding pre-  
sents should be of a purely eph-  
emeral utility. Did I share this  
view I should feel inclined to  
start a new vogue in wedding  
presents and send a gift of food.  
How would this look in the  
Morning Post?—Among other  
presents received, were a  
pork pie, a pound of tomatoes,  
and a dozen hard-boiled eggs from  
Mr. Ashley Sterne.

I learn that our experts are so  
much impressed with the heli-  
copter invented by the Spanish  
engineer, Don J. de la Cierwa,  
that two machines are now being  
constructed in England "on the  
same principle." Few folks, how-  
ever, outside the ring of experts,  
know what this principle is, and  
so I have requested that eminent  
physicist, Dr. Anaesthesius Bilge-  
water, to explain it for the benefit  
of my readers. He writes: "The  
principle upon which a helicopter  
heliocopter is a modification of the  
old Pythagorean Principle, which  
was a principle patented by  
Pythagoras, who lived in a tub in  
Athens 2,500 years ago, where he  
went about with an electric torch  
looking for an honest company-  
promoter—a great rarity in those  
days when Greece was a hotbed  
of political intrigue and Archime-  
des was seeking to undermine the  
influence of the Peripatetics, who,  
with Aristotle at their head, were  
propounding the Aristotelian  
Principle, which was a principle  
invented by Aristotle, who lived  
in a beer-barrel in Corinth, 3,000  
years ago, where he went about  
with a magnesium flare looking  
for a trustworthy solicitor...."

There's a lot more in a similar  
strain, but I have quoted sufficient  
to make the "principle" in ques-  
tion quite clear.

### ONE-DAY AFFAIR.

Later.  
The Stock Exchange strike is a  
purely one-day affair. Work is  
being resumed on Monday, when  
the Chamber will debate the  
Finance Committee's proposals re-  
garding the increased tax on tran-  
sactions.—Reuter.

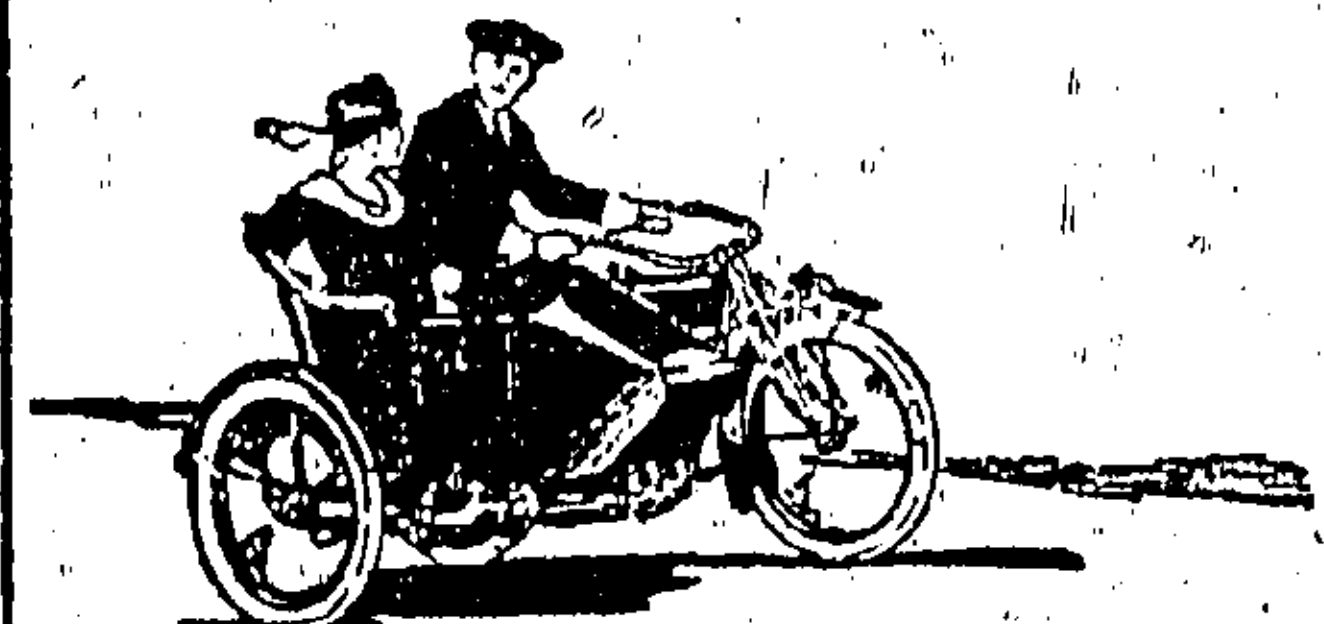
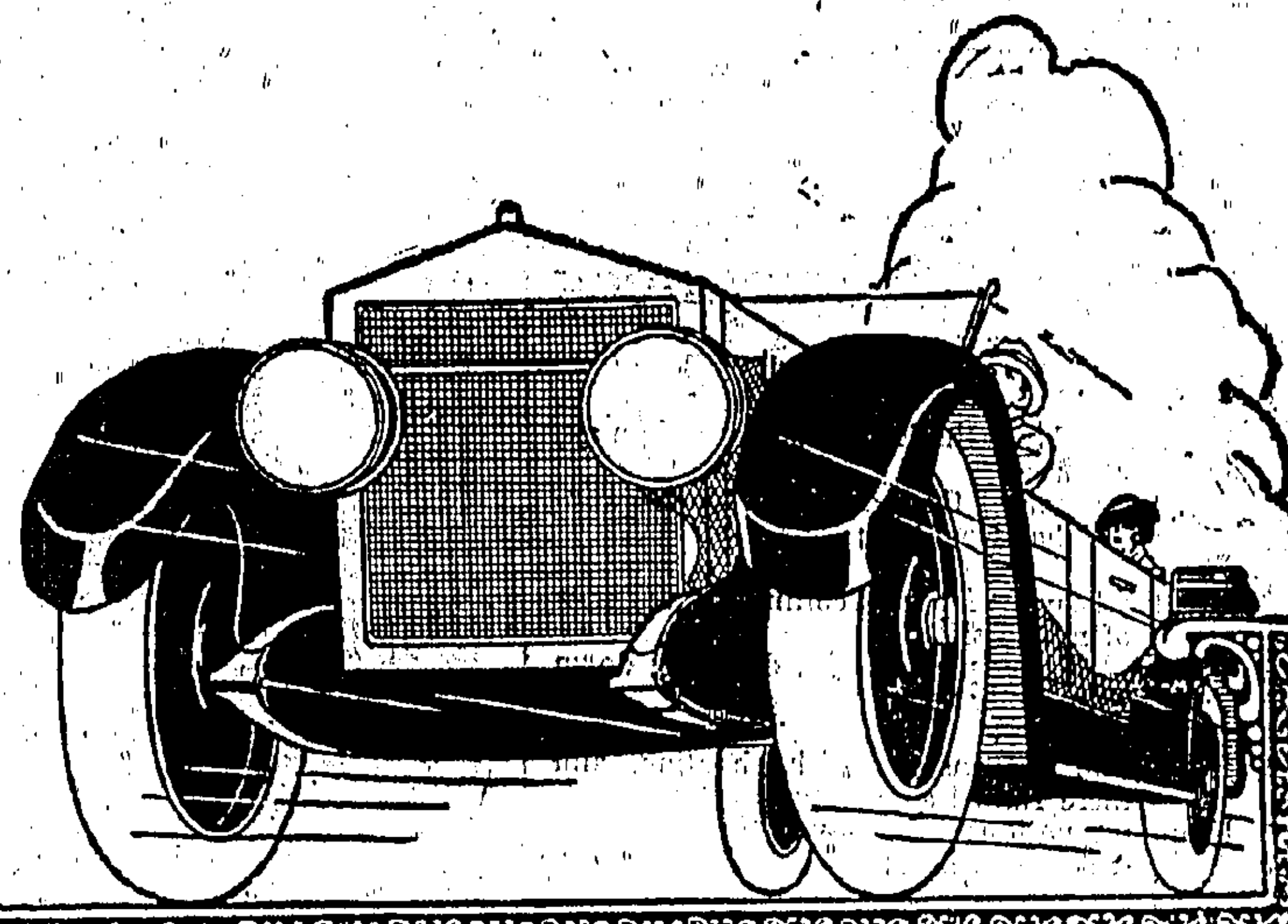


# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH.

SATURDAY, 23rd. January, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



## CURRENT COMMENT

### Road Courtesy.

During the week, two local motorists have brought to our notice cases of lack of courtesy on the road, requesting that we draw attention to the desirability of road-users cultivating a sense of goodwill, in the interests of safety, convenience and comfort. Strangely enough, each case represents either side of the question. That is to say, one gentleman was in the position of being stranded with a broken down car, needing assistance, and the other related an experience of being snubbed after having proffered help to a motor cyclist who was obviously in trouble by the wayside.

### The First Case.

In the first instance, an European owner-driver, whilst taking a friend out to Panling for an afternoon's golf, suddenly found himself in serious trouble just past Shatin railway Station. It needed but a brief inspection to discover that the cause was due to the breaking of an internal part of the machine, and that it would be necessary to arrange for the car to be towed back to Kowloon for repairs. The nearest telephone was some distance away, and so it was hoped that passing motorists would notice the plight and at least offer to proceed to a telephone and send a message for a breakdown car. Several cars passed, containing Europeans. It was perfectly clear that the car by the roadside was presenting a problem to its occupants, the bonnet being up, and the usual distress signal presented by a display of tools etc. being in ample evidence. It has to be recorded with regret, that not a single enquiry or offer of help was made, with the result that one of the gentlemen had to walk back some distance in order to telephone.

### An Opposite Example.

The other example relates to a motor cyclist, (an expert, by the way) who when out in the vicinity of Castle Peak, came upon another cyclist examining various parts of his engine which were laid out by the roadside. This gentleman turned back, and enquired whether he could be of any assistance, only to receive the astonishing and discourteous reply, "I didn't ask you for help, did I?" ".....We are assured that a suitable reply was made to such an ungrateful and uncultured creature, after which the would-be Samaritan resumed his journey regretting that he had offered any assistance. Fortunately, the latter type of wayside motorist is rare, and we know that the gentleman who offered him help will not be influenced by his rudeness.

### "Give and Take".

By the last mail we received a letter from Major Stenson Cooke, the well-known secretary of the Automobile Association at Home, in which the following occurred in reference to the question of road courtesy:—

"A friendly spirit of 'Give and Take' between cyclists and motor vehicle drivers will increase the safety of the smaller vehicle, and will avoid unnecessary inconvenience and anxiety. Relations between drivers of commercial and public service vehicles and other road users are being improved by the more general use of traffic signals, by observing the rule that slow traffic should keep to

the left, by always responding to audible warnings from overtaking vehicles, and by giving way when it is right, and 'safe', to do so. If overtaking vehicles would unflinchingly observe the 'Safety First' slogan, and never drive over to the right, especially at bends, without first making sure that other vehicles, or pedestrians, cannot be imperilled, we should be nearer the era of safer roads."

### Hand in Hand.

To Major Cooke's remarks might be added the plea that safety and courtesy should go hand in hand, and if a spirit of friendly interest is fostered between motorists, such incidents as those recorded above would not occur. There are districts in Hongkong and the New Territories which are far removed from points where assistance may be secured in case of necessity, and the plight of a motorist stranded, possibly miles from the nearest telephone is an unenviable one. The body of local motorists should do everything possible to assist towards reciprocal goodwill and *bonhomie* on the road.

### 1926 Singers.

The new Singer cars which are arriving, have been specially equipped with gears expressly arranged for this Colony. Hongkong is an unusually hilly district, and the makers have evolved a special gear ratio which will ensure hill work beyond criticism. This study of local conditions is but another indication of the factory's keen desire to please all their customers, no matter in what part of the world they may reside.

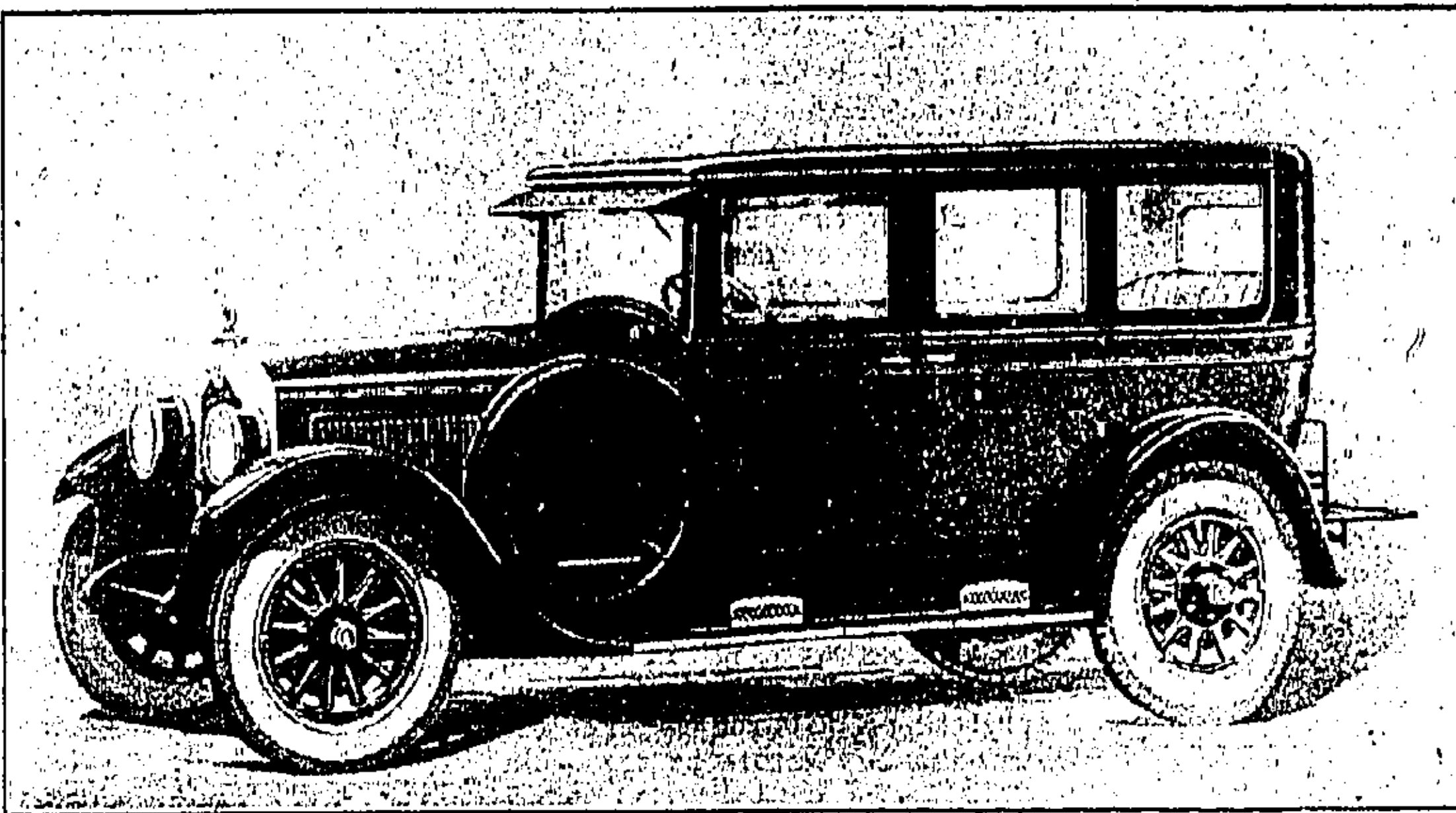
### An Excellent Light Car.

An exceptionally sturdy little car has made its appearance on this market, and with the reputation it has behind it, should prove popular in the Colony. Known as the "G.W.K." it is unique in that the usual gearing mechanism gives way to a patented disc transmission, which, although decidedly simple, is surprisingly effective. The disc transmission principle has been looked upon with a certain amount of scepticism, but official tests under R.A.C. supervision have dispelled all such doubts. Particularly in the hilly country have these little cars distinguished themselves, and because of this capability it will be surprising, if they do not find large sales here. The price is quite moderate, and the local agents, Messrs Gilman & Co., Ltd. will gladly supply all information required.

### Buick's Latest.

The 1926 model two-seater 23.4 H.P. Buick has arrived in the Colony, and is now on show at the premises of the Hongkong & Kowloon Taxi Cab Company, in Des Voeux Road. It has an increase of 3 H.P. over the 1925 model, and several features make it an attractive proposition. Among these new features should be mentioned the dimming device which is operated from the steering wheel. This does not affect the actual candle power, but operates a lens lowering arrangement which immediately throws the beam of light on the road in front of the car, thus relieving an approaching driver of glare, while at the same time, providing ample illumination for the driver of the car thus equipped. The body work is well up to the standard set by Buick.

## THE 1926 BUICK MASTER SIX LIMOUSINE SEDAN.



This is a photo of the latest model 7 passenger Buick Limousine Sedan which has just arrived in the Colony. It may be inspected at the showroom of the Hongkong & Kowloon Taxicab Company in Des Voeux Road.

### AGAINST BOLSHEVISM.

#### AUTOMOBILE AS ARGUMENT.

Paris, Dec. 20.—American automobiles are being used as an argument against bolshevism in a poster published in France.

The poster shows on one side 25,000 automobiles in Soviet Russia, a 12 to 14-hour working day and workmen, going to the factory on foot.

On the other side America is represented with 17,726,000 automobiles, the working day does not exceed eight hours and one workman out of every 10 rides to the factory by automobile.

### BUICK SALES.

#### INCREASE IN UNITED STATES.

Figures received from New York show that Buick sales in the Metropolitan District for the month of October, 1925, totalled on less than 1237 cars. This district is looked upon as being the most competitive motor car market in the United States. The total Buick sales for the first nine months amounted to 9185 cars. Ford took the record with 13,164 cars. This gives a good idea of the popularity of Buick.

For the eighth consecutive year, Buick will occupy first place at the National Automobile Shows, the honour being awarded to the car having the largest volume of dollar sales throughout the year.

### From Pinedo.

The Hongkong Office of the Asiatic Petroleum Company has received a copy of the telegram sent by the great Italian aviator at the conclusion of his wonderful flight. It reads as follows:—I am desirous of reiterating how greatly I appreciate your benzine Shell, to the excellent qualities of which I attribute the success of my journey of 35,000 kilometres accomplished without any mishap to the engine. I am also anxious to express my full approbation for the perfection and exactness with which, thanks to your organisation, I have been supplied with Shell all along the line.

### SUPER-CHARGED ENGINES.

#### DEVICE THAT GIVES TWO CARS IN ONE.

(By Capt. E. de Normanville, in the Daily Chronicle.)

In dealing with the question of supercharged engines for ordinary motor-cars—as different from purely racing machines—one must approach the subject from a dual standpoint.

In the first place, there are the general possibilities of the situation, and, secondly, there is only one make of car on the market so equipped.

That make of car is the Mercedes. In writing of its performance, my commentary is solely concerned with it as a motor-car. Its country of origin has nothing to do with my present task.

The 33/140 h.p. model on which I have been spending a few days testing has an open-road fast-cruising speed of 50/60 m.p.h. without introducing the super-charger, it can approach the 70 m.p.h. mark.

#### Two Cars in One.

In such circumstances it is a fast, commodious touring car with particularly good steering and road holding qualities. To bring the super-charger into action you merely depress the accelerator pedal beyond its normal "all out" position.

Then you find that you have two cars in one. It jumps into a surge of power which must be experienced to be adequately appreciated.

If you approach a hill like Brockley at 45 m.p.h. at the bottom, leave the top gear in, but put down the pedal to bring the super-charger into action, you will surmount the top at about 65 m.p.h.

At any time when you want a sudden surge of power or acceleration you have merely to push the accelerator pedal a little harder than normally.

As the blower which forces the mixture into the engine runs three times engine speed, there is naturally a material increase of noise when the super-charger is operating.

What the ultimate development of super-charging ordinary car engines may be I am not prepared to say. But I do say that the potentialities are far too striking for British manufacturers to ignore them.

### SHANGHAI PROTEST.

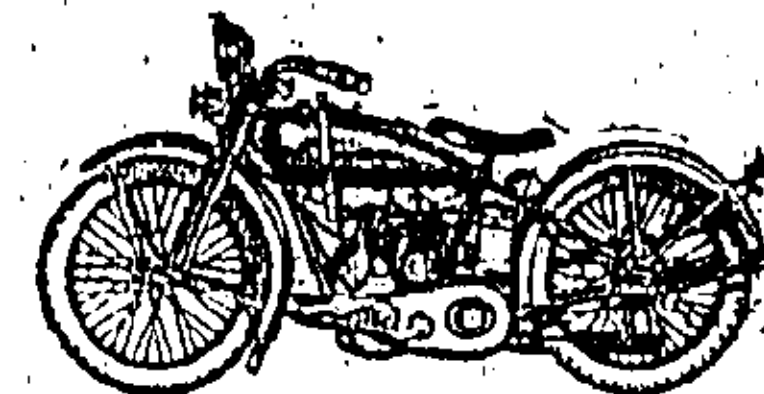
#### AGAINST PROPOSED TAXATION.

Shanghai garagemen and motor agents held a meeting in the American Club recently at which it was decided to protest against the proposed tax of 20 per cent. to be levied on motor cars accessories when imported to China. It has now been ascertained that the somewhat loose wording of the first notification of the proposed tax, "Vehicles, not including touring motor cars," was intended to cover every motor car entering China with the exception of passenger cars carrying twelve or more persons. These passenger cars must be imported complete to be exempt from the tax.

It is unnecessary to stress the effect of such taxation upon the motoring public in China, a public which is steadily increasing and which will continue to increase as the country is opened up. Motor roads are an effective way of opening up a country, but motor roads are useless without the cars to use them, and heavy taxation will discourage the importation of cars which China is unable to manufacture herself. That will be one national effect of the new taxation: a setback to China's growth in modern civilization.

The individual will be hit in his most tender spot, his pocket. Motoring is not cheap, at the best of times, but a 20 per cent. increase on the initial cost of the car, and all spare parts and accessories, including tyres which come under the heading of rubber goods, will be proportionately more expensive. The greatness of the increase in price is not fully realized until one quotes figures. The car at present sold for Tls. 2,000 will cost the purchaser Tls. 2,400. Repairs to the extent of Tls. 20 will cost Tls. 24.

It is to be remembered that the increase of the import tax is at present only in the proposal stage. There is still time to protest against it. A protest raised against the same tax on another line of goods was, we are informed, effective, the line being removed from the list of "luxuries" it was proposed to tax. We are therefore, glad that local agents have taken the matter up so firmly, and we hope that they will press their protest with all the force at their command.



### 70-80 SWIFT MILES PER GALLON.

—10,000 to 12,000 miles on a pair of inexpensive tires—800 miles to the gallon of oil.

How's that for the economy of the Harley-Davidson Single? It's the type of motorcycle you knew would come, some day. Easy to ride—beginners learn within a city block. Easy to park. Easy to garage and care for.

And the performance! Ride it over trail or highway—on pleasure ride or hunting trip. See how swiftly and smoothly the SINGLE hums over hills and through mud. Ample power and speed!

Another Shipment received by the s.s. "Empress of Australia" of the famous single cylinder model as shown above. Demonstration gladly given upon request.

### ALWAYS IN STOCK

Latest-Harley-Davidson Motorcycles, Combinations and Spare Parts.

Telephone K. 1242

Repairs on all makes of Motorcycles.

## THE GASCON MOTOR COMPANY.



Quiver, quiver, you darned old flivver,  
You drive me mad, when you rattle and shiver,  
I've done everything in my power to do,  
To try to find out what's ailing you.

The garage men soak me right and left,  
At taking my money they become so deft,  
That at times I wonder just what to do,  
Just sell for junk, or spend more on you.

Last night I read in a big Magazine,  
Of an oil supposed to cure any machine,  
So I'm going down to a filling station,  
And fill you up on a brand new ration.

Any if after I go and do all this,  
You continue to rattle and sputter and miss,  
I'll take you out where the water is deep,  
And run you in for your last long sleep.

Could all this trouble my fault have been,  
Because I used cheap oil in my hunk of tin,  
From now on out, you can take it from me,  
I'll use nothing else but Mobiloil E.

Cause my flivver don't rattle and roar no more,  
It's got plenty of pep and has power galore,  
So when my friends ask, what the secret be,  
I just smile and tell em what E did for me.

## VACUUM OIL CO.

### MUCH GAS USED.

The United States utilizes more than 9 per cent. of the total world production of gasoline. Our per capita annual consumption totals 69.8 gallons.

### AMERICAN EXPORTS.

It has been estimated that more than 500,000 motor vehicles of American make will be sold outside of the United States this year.



## HENRY FORD DISCUSSES FUTURE WAR.

Tennyson's Prophecy  
83 Years Ago

For I dipped into the future, far as human eye  
could see,  
Saw the vision of the world, and all the wonder  
that would be;

Saw the heavens fill with commerce, argosies  
of magic sails,  
Pilots of the purple twilight, dropping down  
with costly bales;

Heard the heavens fill with shouting, and  
there rained a ghastly dew  
From the nations' airy navies grappling in  
the central blue;

Far along the world-wide whisper of the  
south-wind rushing warm,  
With the standards of the peoples plunging  
through the thunderstorm;

Till the war drum throbbed no longer and  
the battle flags were furled,  
In the parliament of man, the Federation of  
the World.

There the common sense of most shall hold  
a fretful realm in awe,  
And the kindly earth shall slumber, lapped in  
universal law.



Henry Ford, a recent photo of whom appears above, recently expressed the opinion that airplanes will stop all warfare. "It will take time," he said, "but time will bring that situation about. The airplane has first of all got to justify itself by successful flights, day after day. One or a dozen trips from one point to another mean nothing. It must show consistent and continual mastering of the air—and then it will have a telling effect on war." The veteran automobile pioneer went on to say that war has heretofore been localised, but future wars will not be confined to definite areas, but carried on in any part of the belligerents' territories. "You can find the whole future of the aeroplane in Tennyson's 'Locksley Hall' he concluded.

## MODEL "P" TRIUMPH.

MODIFICATIONS IMPROVE  
WELL-KNOWN CYCLE.

No other motor cycle has been favoured with greater popularity than the model "P" Triumph, introduced at the beginning of the 1923 season, and criticized from more than one quarter, but such criticisms we are afraid, in the majority of cases, have been inspired, as it is generally conceded by owners that it is one of the finest machines that has been turned out by the Triumph factory. This in spite of its extremely low price. Certain improvements for 1926 have been effected, dictated by constant experiments and road experience. These are of a minor nature, barely noticeable from a casual glance, but in the aggregate they combine to make a better machine and better value than ever. The most observable alteration is the adoption of an internal expanding front wheel brake. This is far more efficient than the old form of contracting band, and a short description will probably interest all Triumph riders:

Within the drum lies a continuous steel band faced with friction material. One end of the band is fixed to an anchor plate, whilst the other is expanded outwardly by the brake operating lever. When the brake is applied the rotation of the wheel tends to expand the band even harder against the drum, thus giving a powerful yet sweet braking action.

The clutch also has been modified. It remains of the multi-plate dry type, having floating friction rings, but the control instead of being by means of two cam levers working in opposite directions, is now by a lever operating a push rod which passes through the centre of the main gear shaft. A steel ball between the push rod and lever takes the thrust. In order to prevent oil from the gear-box from reaching the plates, a special oil-retaining thimble has been added within the body of the clutch.

The engine remains as before, with the exception that valve guides are now fitted, and the front forks, backstays and stand have been strengthened.



"If the car is punctured the only thing is to walk home. Why grumble?"  
"You might have made the chauffeur walk in front, and then people would have seen that we HAD a car!"  
Megendorfer Blatter,  
Munich.

## ERECT ZERO MARKER.

The Chicago Automobile Trade Association will erect a zero marker, registering the starting point for motor travel at Michigan avenue and Jackson boulevard. The tablet will point east, toward Lake Michigan, and will carry the names of places of historic interest.

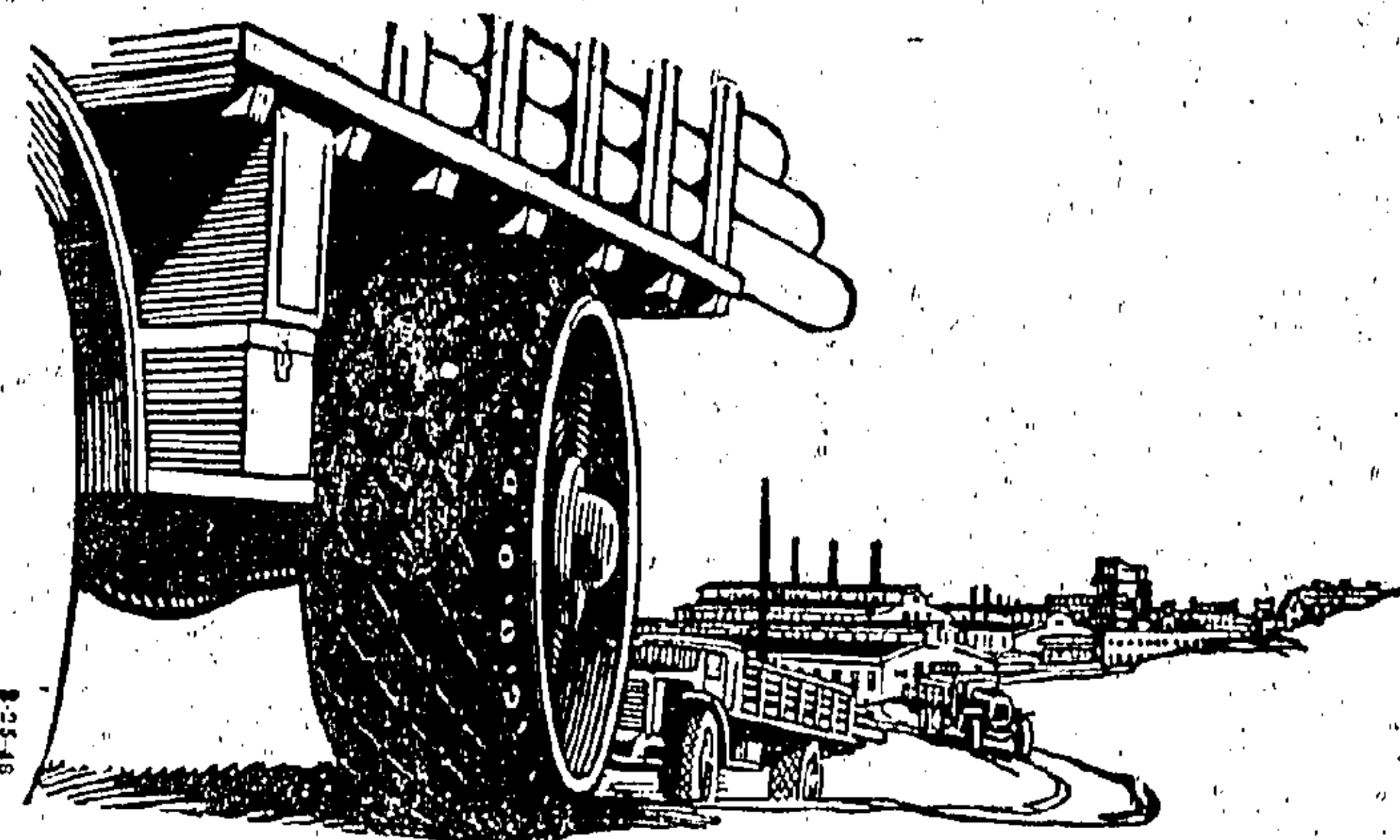
## LAWYERS OBJECT.

Lawyers organized in national and state bar associations are condemning the policy of motor clubs offering free legal advice to its members.

## STOP SHORT MEASURE.

A drive has been conducted in Detroit against short-measure on gasoline, oil and unjust pumps. The first results of this drive brought 52 cases into court.

PEDESTRIANS SHOULD  
ALWAYS LOOK TO THE  
RIGHT FIRST BEFORE  
STEPPING OFF THE  
CURB

These Tyres Are Better  
For Three Reasons

Trucks that haul heavy loads, that make short hauls at low speeds on travel treacherous roads, operate to better advantage on Goodyear Heavy Duty Cushions, because:

1.—The tread thickness and side-wall indentations give maximum resiliency and cushioning.

2.—The wide thick tread is made of the toughest, abrasion resisting rubber stock, giving the tyre unusual traction ability.

3.—Being very rugged, they provide the maximum of wearing strength and long, economical mileage.

Next Time Buy

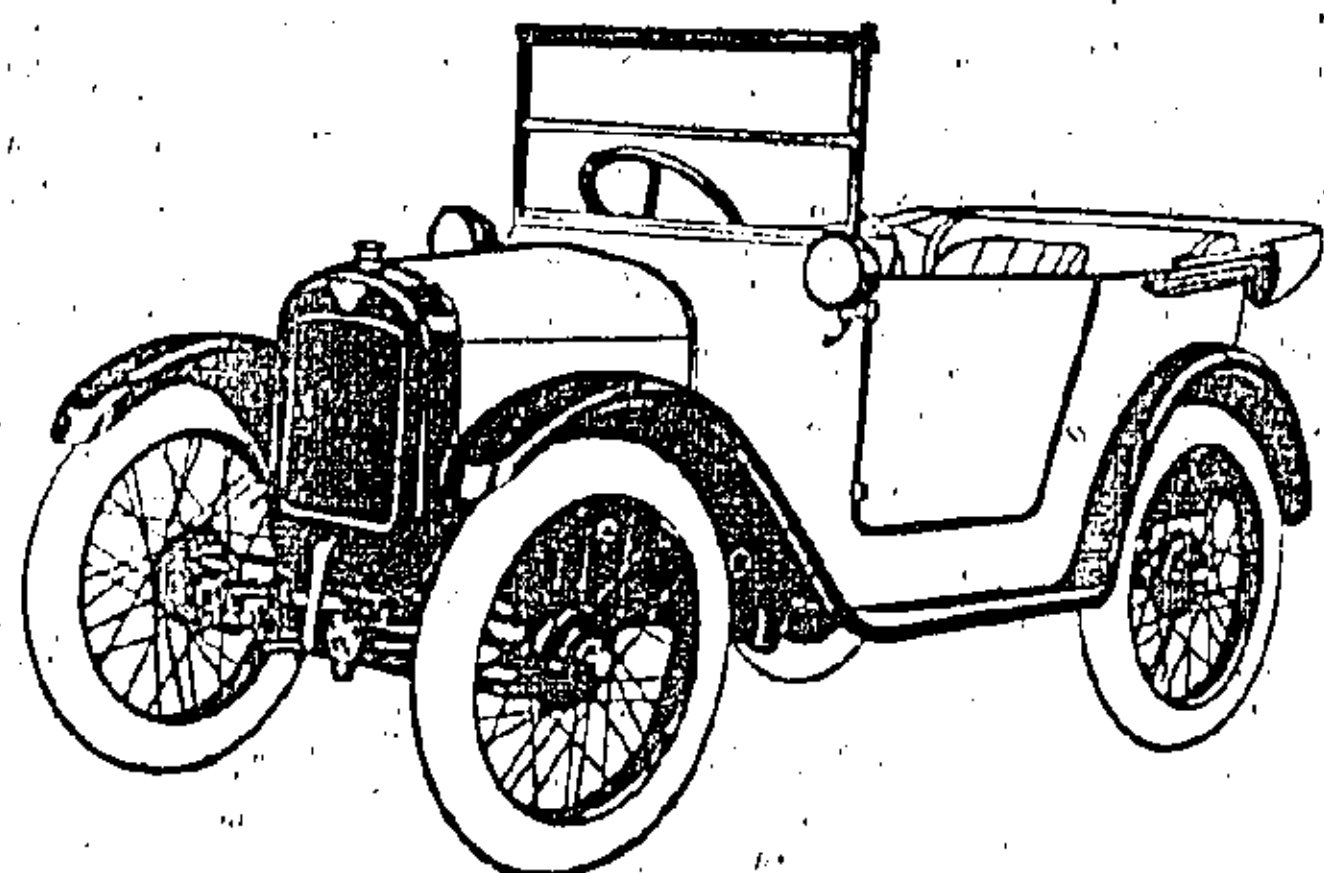
**GOODYEAR**  
CUSHION TYRES

DISTRIBUTORS

**ALEX. ROSS & CO. (CHINA), LTD.**

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## AN OFFER



TO THE FIRST TWELVE PURCHASERS OF AN "AUSTIN SEVEN" MOTOR CAR IN 1926, WE WILL GIVE A FREE ACCIDENT INSURANCE POLICY COVERING A PERIOD OF TWELVE MONTHS.

Get in on this offer and join the throng of happy Austin owners. The initial outlay is small and the upkeep less than tram-fare.

We shall be pleased to show you how easy it is to become an Austin owner.

**ALEX. ROSS & Co., (China) Ltd.**

Show Room No. 1A, CHATER ROAD,  
OPEN SATURDAYS AFTERNOON till 5 o'clock.

## ANNOUNCING ARRIVAL OF

**THE MORRIS**

1 TON TRUCK CHASSIS

COMPLETELY EQUIPPED WITH—ELECTRIC STARTING AND LIGHTING—  
33 X 5 PNEUMATIC CORD TYRES—HUB ODOMETER—SPECIALLY GEARED  
AND EQUIPPED FOR USE IN HONGKONG.

Hongkong Net Price

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**THE HONGKONG HOTEL GARAGE**

(THE HONGKONG AND SHANGHAI HOTELS, LTD.)

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The Five-Passenger Essex Coach = = = \$2,000

The Five-Passenger Essex Touring = = = \$2,000

The world's largest production of 6-cylinder closed cars now makes possible the finest Essex ever built, at the lowest price in Essex history. Built by Hudson, Essex not only shares the advantages of the famous Super-Six patents, but also the value-building supremacy of their enormous combined production. Only among far higher priced cars will you find comparison for Essex quality, its long-lived performance and riding ease.

Hudson-Essex, Now World's Largest 6-Cylinder Cars

**THE DRAGON MOTOR CAR CO., LTD.**

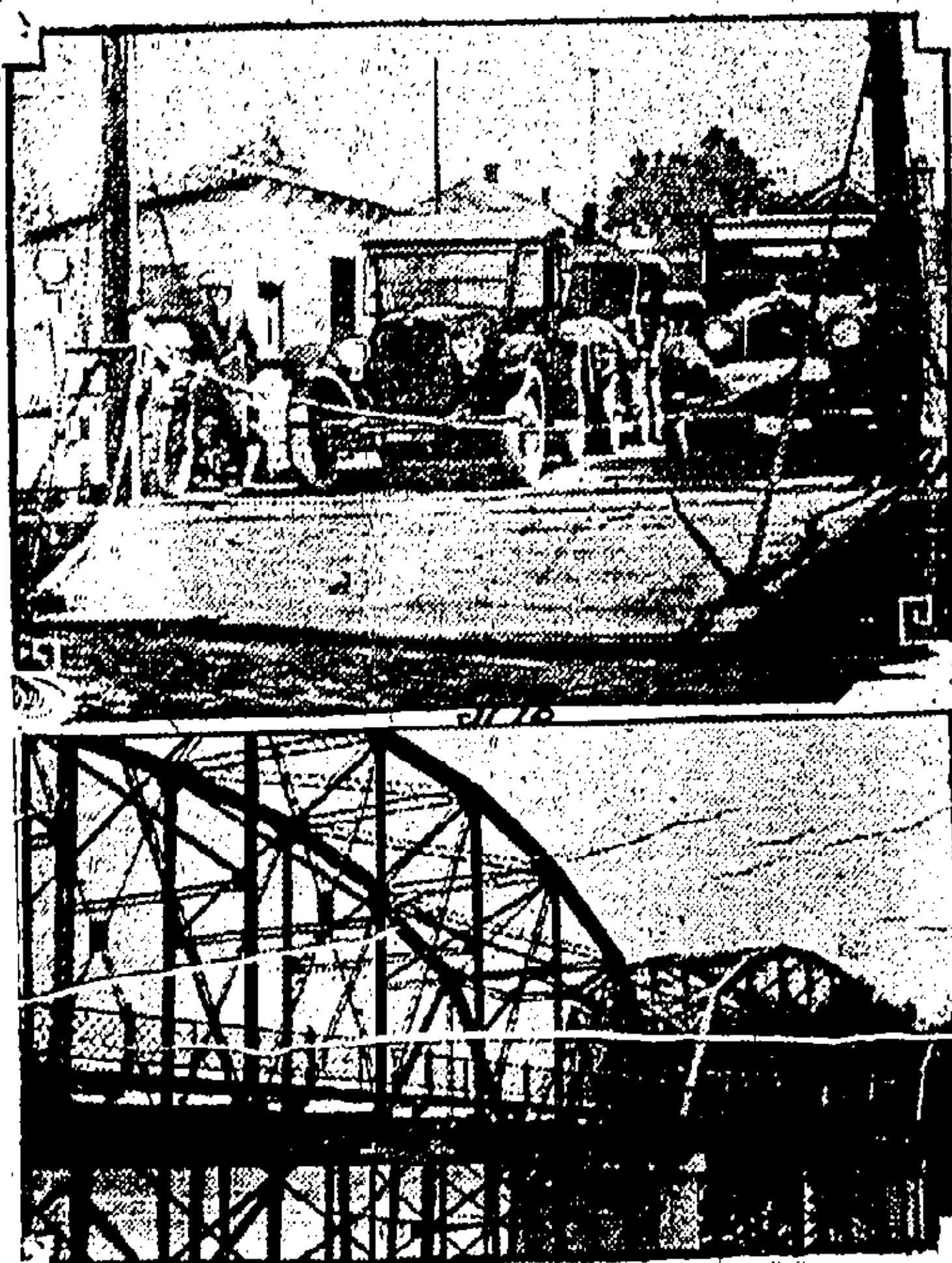
Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD.

HAPPY VALLEY.



## BRIDGE TO REPLACE FERRY



The Harrisburg ferry, last of a long list of pioneers of the highway system of the Pacific coast, is doomed to the discard. December marks its passing.

The ferry, which has carried its thousands upon thousands of cars and its countless people across the Willamette River, forms a link in the Pacific highway system. It is the last ferry of the Pacific highway, and with its passing the great highway chain is unbroken from Mexico to Canada.

With the bridge open, thousands of cars speed on, unhampered by the wait at the ferry and the subsequent trip across the swirling waters.

Years ago, when Oregon was more of a pioneer state than now,

the ferry was established. Automobiles weren't known then, but the demands upon the faithful ferry were none the less urgent. Day after day, night after night, it swung across and back, back and across.

Then the automobile came, and the demand was even more severe. Last summer, when the tourist travel was at its height, cars passed the river on the ferry at the rate of 10,000 a day. Twenty-four hours each day, seven days each week, the ferry crossed the river. Millions of people crossed.

At Harrisburg, the little town at the water's edge, people have come to look upon the ferry as an institution, as a part of the scheme of things. They miss the little ferry at its passing.

## FOR SAFE DRIVING.

DANGER RISKS MINIMISED.

Car trouble on the highways is nearly doubled during rainy weather, largely due to a lack of care on the part of the average motorist, according to findings of the emergency road service of the Automobile Club of Southern California.

During the recent period of rain, this service reported hundreds of cases of ignition trouble due to water splashing into the motor, innumerable cases of cars stuck in the mud and many cars stuck in the motorist's own back yard.

Ten rules have been given for careful driving in wet weather. If these rules are followed, the dangers always present during rains can be minimized:

1. Go slow through all puddles of water, as splashing through the radiator might wet the coils of the ignition and disable it.
2. Use skid chains on wet dirt roads especially in the mountains.
3. Be careful in backing out of the home garage. Slip from the pavement to the wet soil and you might have to be towed out of your own back yard.

4. Don't slam on brakes on wet pavement.

5. Keep windshields clear—the other fellow might not be doing it.

6. Be sure brakes are equalized. If one grabs sooner than the other on slippery pavement you might land in the ditch.

7. Don't spin your wheels when the car slips off the driveway or highway. If the car cannot be freed without undue application of the motor clutch, jack it up and fill the hole with substantial material to get traction.

8. Don't turn corners at high speed while pavements are wet. Don't speed anywhere in wet weather.

9. Don't fail to signal. Better a wet arm than a broken neck.

10. If forced off the hard-surfaced road do not attempt to swing back too suddenly as there is danger of overturning.

## THE DEWAR TROPHY.

WON BY ROVER COMPANY.

In the British Isles, there is an annual award made by the Royal Automobile Club which carries with it the "Dewar" Trophy. This Trophy is awarded to the car manufacturer, tyre manufacturer, or anyone else associated with the motor industry, who, in the opinion of the ruling body, makes the most meritorious performance or contribution towards motoring efficiency. For instance, two years ago it was won by a firm of tyre manufacturers who completed 40,000 miles running on one set of tyres.

This year, the "Dewar" Trophy has been won by the "Rover" Motor Company Ltd. who submitted a 14 h.p. Saloon Model to 50 consecutive climbs up Bwlch-y-Gross, a famous test hill in Wales, which has a very severe gradient with an awkward corner and the surface is rough and loose.

The car was absolutely standard in every respect, and the test occupied 12 hours continuous running, a total distance of 150 miles being covered, and during the whole of the test the lower gears were almost exclusively used.

## SREWING GREASE CAPS.

Sometimes great difficulty is experienced in screwing grease caps, as very often they are exposed to dust, and they consequently get jammed. Also, to force grease into bearings it is sometimes necessary to screw the cap down very hard—harder than can be done with the fingers. Using pliers to turn the cap generally damages it. By taking a piece of fairly strong string about 3 feet long and giving it three turns round the cup, a slight pull on the string will quickly force in the grease by screwing it down. By reversing the motion the empty cup comes off easily for refilling. By this means it is possible to force the grease right through the bearings.

## TRIALS ON GOBI DESERT.

EXPLORER'S OWN ACCOUNT.

This is the first of a series of four interesting articles regarding the recently ended third Asiatic Expedition of the American Museum of Natural History, written by Roy Chapman Andrews, the leader of the party of explorers and Scientists. It will be remembered that the many discoveries made during Mr. Andrews' three exploring trips have contributed valuable additions to the science of Geology and interesting information regarding many monstrous animals which roamed over the earth millions of years ago.

By Dr. Roy Chapman Andrews.

The motor car will be the "covered wagon" of the Gobi Desert in Mongolia, the most extensive undeveloped and unexplored region now left in the world. Motor Vehicles will be to this quarter of the globe what the ox-drawn and horse-drawn canvas topped wagons were to America's Great West, and it is conceivable that some scenario writer of the future will give us a screen drama of central Asia comparable to the splendid picture based on Emerson Hough's book.

This practically unknown territory is half as large as the United States, Alaska excluded. If you put Mongolia down on the map of the United States, it would extend from Washington on the east to Nevada on the west, and from Austin, Texas, on the south to the Canadian border. It has never been open to the world because of the impossibly slow traffic of camel trains, the only means of communication. But now it is being criss-crossed in every direction by motor cars, or more correctly by one motor car, the Dodge. Sixty or seventy Dodge Brothers cars are making regular trips far into the interior of this vast waste, bringing out loads of furs, and other precious furs, wool and other products.

No car except the Dodge is found far in the interior. We have tried it out on each of our

three expeditions and have had it demonstrated to our satisfaction that the Dodge is the only car that will stand up under the strain of the roadless desert and do everything we ask of it.

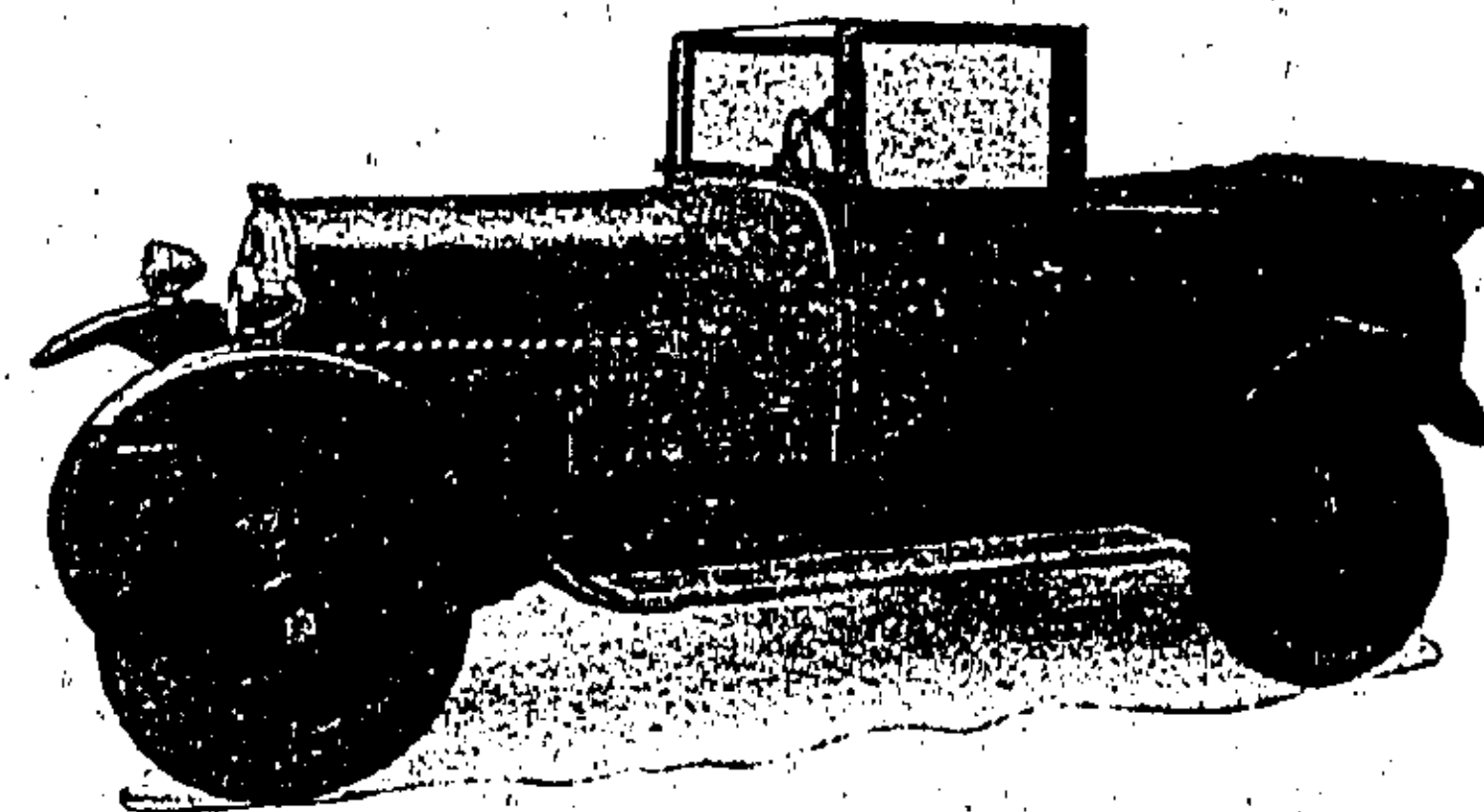
The Dodge and I went through some thrilling and extraordinary adventures together. For one thing, I believe I can say truthfully that I am the only man in the world who ever shot a mountain sheep from the seat of a motor car. I was able to do it because, apparently, the sheep was so astonished to see such a strange creature as a motor car in its rocky domain that it forgot to run away.

It happened one day while I was driving my Dodge up and down a series of steep ridges in

the Altai Mountains. Everybody knows that the mountain sheep is about the most timid creature in the world. Bagging one of them is a rare event, for the hunter must be, not only a mountain climber of rare ability, but an exceptional shot. When I first saw the one that I got it was standing on a point of rock high above me. Stopping the car, I grabbed my rifle, expecting to see the sheep go bounding away. Instead, the sheep, astounded and curious, took a few steps ahead to get a better view of this strange creature that had invaded its fastnesses. It stood motionless in full view, and I brought it down at the first shot.

Mr. Andrews second article will appear next week.

G. W. K.



10.8 H. P. (Four Seater)

A Gear for Every Gradient

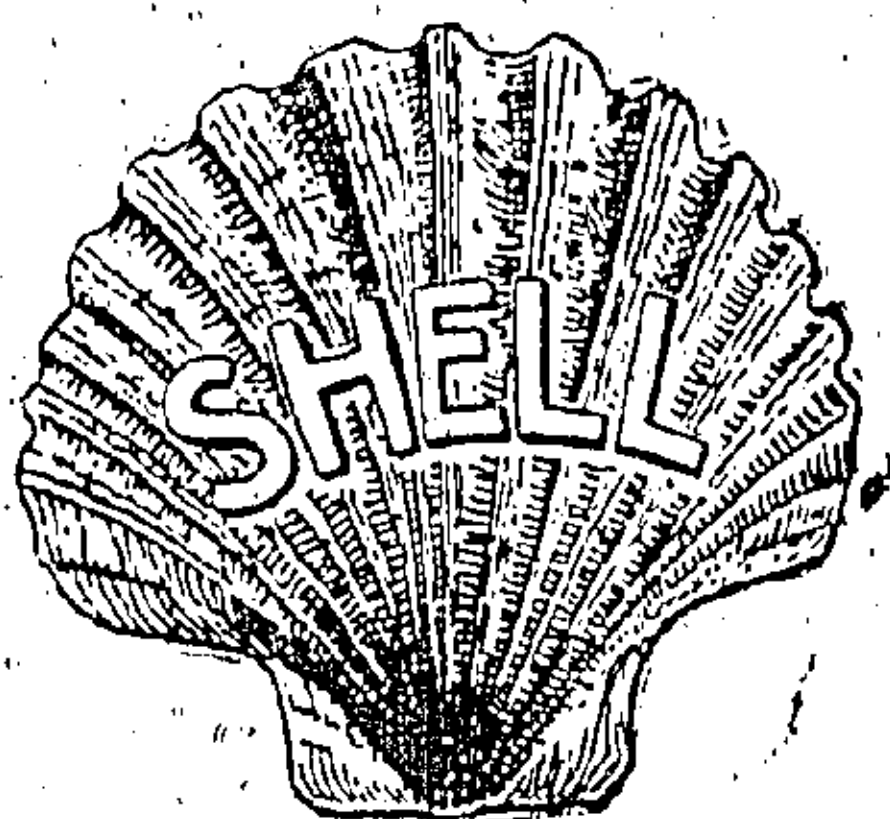
\$1,650 Ready for the Road

Full Particulars from—

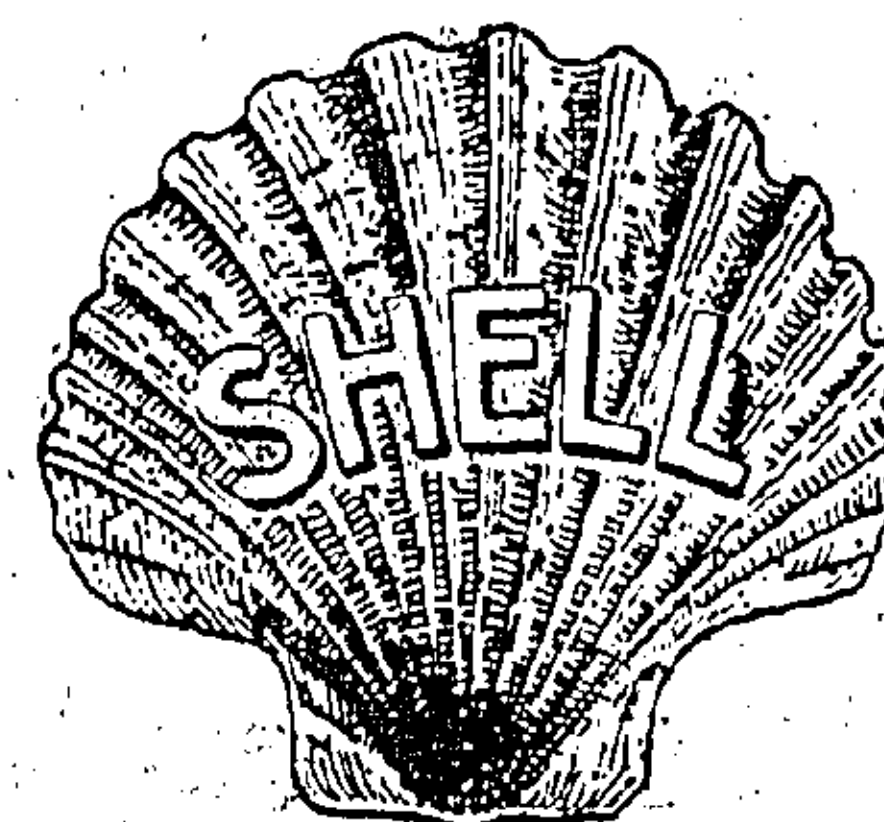
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HONGKONG BANK BUILDING.

THE MOST OUTSTANDING FEAT IN THE ANNALS OF AVIATION



PINEDO

RECORD DISTANCE FLIGHT OF 34,000 MILES  
EQUAL TO 1 1/4 TIMES ROUND THE WORLD

ROME-MELBOURNE-TOKIO-ROME

During the Entire Flight the Spirit Used Exclusively Was

“SHELL”

THIS WELL BALANCED PETROL SERVED HIM FAULTLESSLY  
THROUGHOUT THE ENTIRE JOURNEY WITH ITS WIDELY VARYING  
TEMPERATURES & CONDITIONS

THE ASIATIC PETROLEUM CO (S.C.), LTD.

INCORPORATED IN ENGLAND  
HONGKONG.



# HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

## KEEP THE SPEEDOMETER IN ORDER.

Speedometer Derangements are uncommon, but occasionally a broken chain, unmeshed gears or some other accident puts it out of commission and as its failure does not interfere with running the car, too often its repair is put off for a long time or indefinitely postponed, so that a very large number of cars in present use carry speedometers which are not working.

Valuable As A Mileage Register. It is perhaps to be regretted

that this instrument is always known as a "speedometer," for its function of measuring vehicle speed is the less important of its duties. Its service as an "odometer"—mileage or distance record—is of greater value and it is doubtful whether a car can be properly cared for unless the distance travelled by it can be read off at any time.

A Dead Speedometer Involves Risk. Motorists who drive with their

mileage recorders inoperative are "fooling themselves," and running the risk of all kinds of preventable damage to their cars. The first thing to do when the speedometer gives out is to have it repaired at once, as the expense thus incurred is the cheapest possible kind of insurance against the costly results of almost inevitable resultant neglect.

## The Odometer Indicates Lubrication Periods.

Consistent Lubrication is the most important safeguard against premature wear in out of cars and all oiling and greasing operations are performed on the basis of miles driven. With the odometer inoperative the operator has no knowledge of how many miles his car has travelled since its various parts were lubricated and

there is nothing to inform him when they require re-oiling or greasing. Estimates as to the distance a car has been driven since a particular date are notoriously far from the truth and much more likely to be low than high, so that where lubrication is performed on the guess-work basis, some car parts are pretty sure to run dry and suffer serious wear.

## Oil Draining Time And Gas Mileage.

It is worth while keeping the odometer always at work, merely to be able to tell when engine oil should be changed and for the satisfaction of knowing whether gasoline is being economically used or whether, through some derangement or mis-adjustment, much of it is being thrown away.

(Mr. Clough gives some of the questions he receives from time to time, together with the answers. These appear weekly, and provide an instructive reference.)

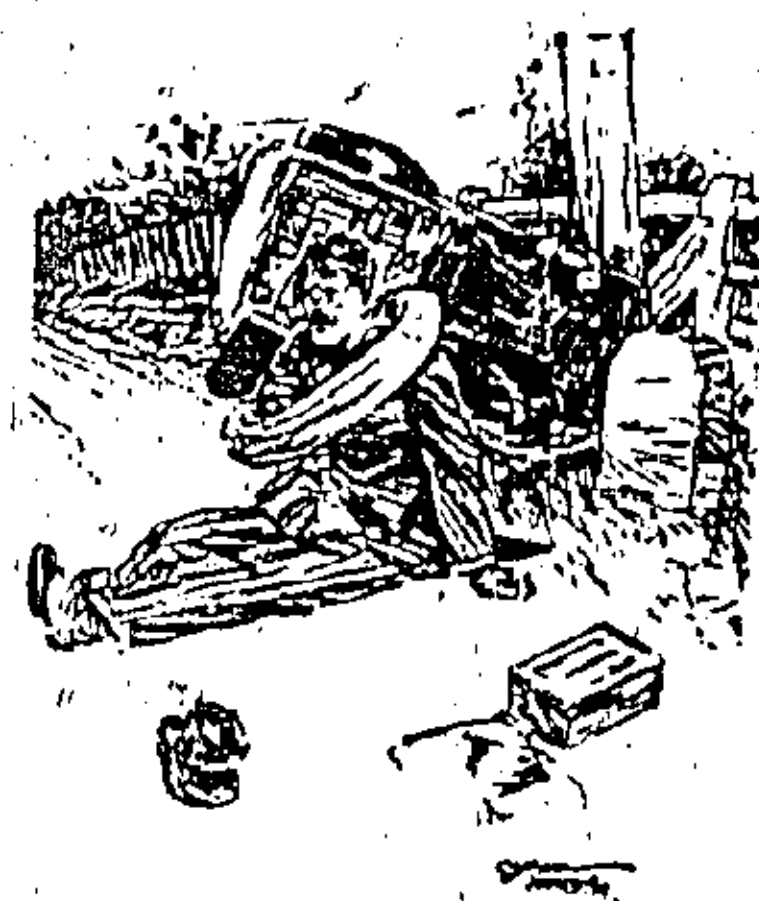
## Use of the Term "Degrees"

Question: What is meant by "degree" of spark advance? What is a stroke in a degree? Answer: A circle is divided into 360 equal parts known as degrees and when a shaft is turned through a complete circle or one revolution, it turns through 360 degrees. One stroke of an engine piston turns the crankshaft through one half a revolution or 180 degrees. For example, if it is stated that the igniting spark takes place at 30 degrees before upper dead centre, it means that the crankshaft has one-sixth of a revolution to turn before the piston is at top stroke, after the occurrence of the spark and the spark is said to have 30 degrees advance. Instead of going by degrees, distances on the face of the flywheel can be more conveniently used. One three hundred sixtieth of the circumference of the flywheel would be equivalent to one degree. In the case of a 15 inch flywheel, this would be a distance of slightly over one-eighth inch and the 30 degree advance above referred to would amount to almost four inches on the flywheel face.

## Knocks at high Speeds.

Question: The engine of my Ford has a knock, similar to a main-bearing knock, which does not occur on a slow, hard pull, such as climbing a steep hill, but becomes noticeable on level going at speeds over 20 m. p.h. What is the cause of this?

Answer: We do not know. Occasionally, when the two end main bearings are in correct adjustment, but the middle one is loose, an engine will operate quietly at low speeds but will knock when the speed is high and the crankshaft is under severe inertia stresses, but this condition is more usual in engines with longer crankshafts than yours. Loose timing gears sometimes become noisy at fairly high speeds, when they run quietly at low and medium speeds, even under heavy loads, but knocks from this cause are usually very noticeable during idling and you do not speak of this being the case. It might be worth your while to check up the adjustment of the centre main bearing, as the possible source of this knock.

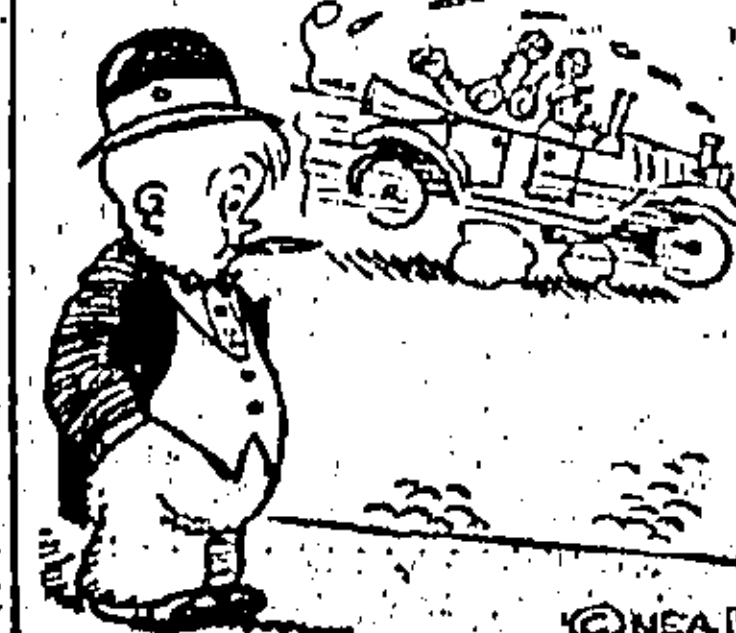


Bridgroom (after the wreck): "Ah, that reminds me. I have forgotten the ring!"—*Pussing Show, London.*

## NAILS TO CURB SPEEDERS.

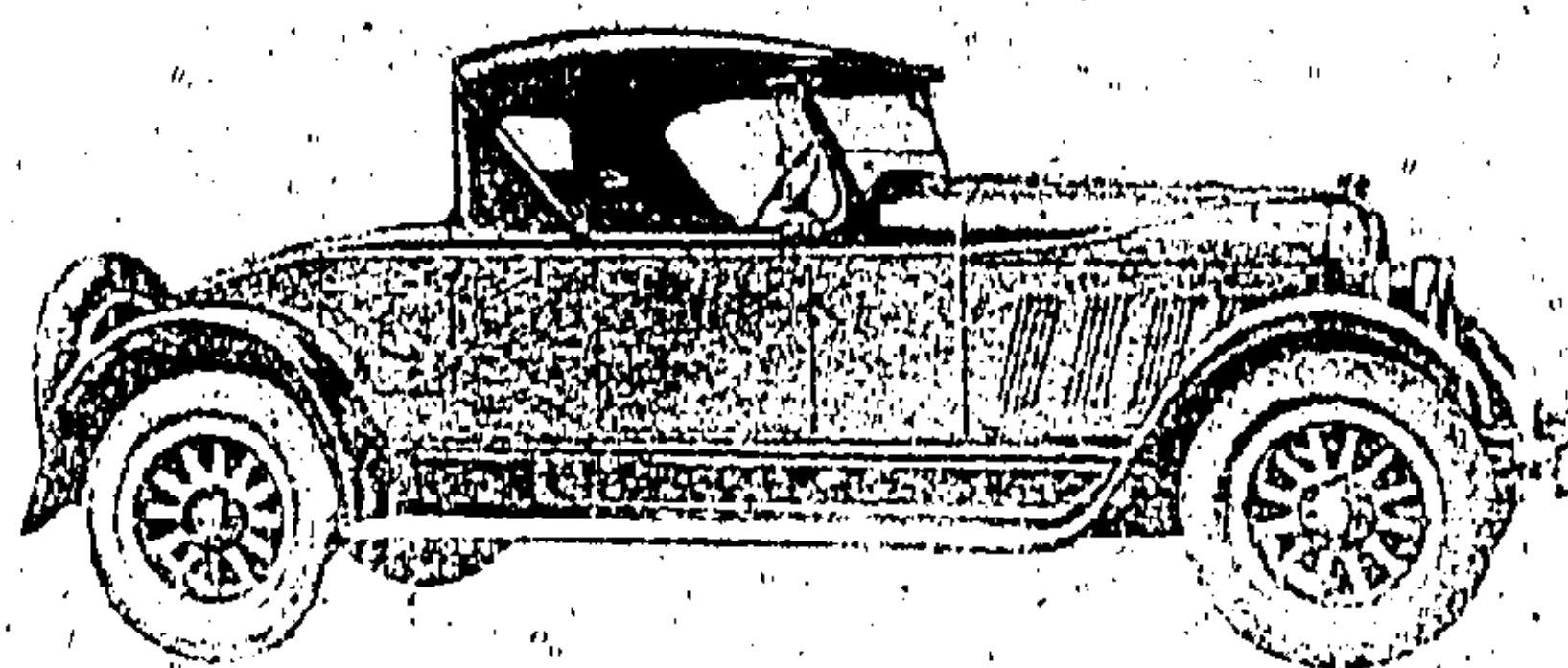
Greek traffic police have found that harsh words and fast motorcycles are little help in discouraging speed law violators and have resorted to the use of boards carrying several long nails.

There nail-filled boards are crude but effective substitutes and have accomplished more than any other system used by traffic officers to curb speeders.



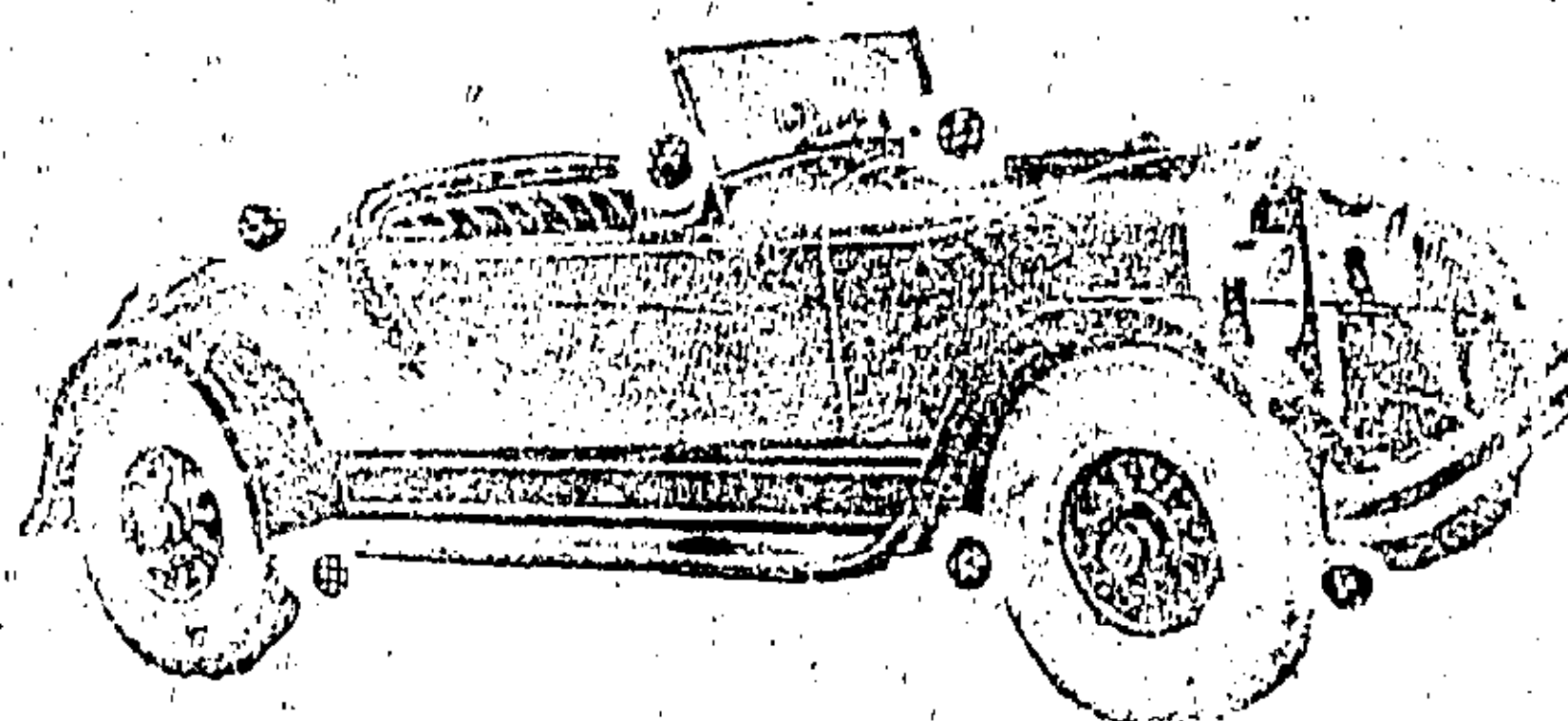
# AUBURN

THE 8-88 ROADSTER



The "pleasure" car of the Auburn line. A run to the Club—Shopping tour or pleasure trip. Large comfortable seat in rear deck, entered through door, eliminating necessity of performing acrobatic stunts to get into and out of this seat. This door gives convenient access to rear compartment for golf clubs, packages or luggage when seat is not in use.

THE 4-44 ROADSTER



Same body design as the model 8-88 Roadster with same conveniences. Upholstery of brown Spanish leather. Snap and pep to satisfy the most exacting demands on a real "pleasure" car. Looks that make it the centre of many eyes wherever it is parked. Not a pocket edition but a real car the same as the other 6-Sixty-Six models. 120" wheelbase.

SALE AGENTS FOR SOUTH CHINA

## UNIVERSAL AUTO SUPPLY CO.

Inspect our large stock of Motor Accessories and Spare Parts. Sole Agents for Indiana Trucks. FIRST FLOOR ASIATIC BUILDING. TELEPHONE C. 4915.

## Built by the Extra Process GUM-DIPPING

Car owners all over the world are equipping with Firestone Balloons—not only for comfort and safety—but also to save money. Firestone Balloons protect the chassis—stop vibration—and reduce repair bills.

Gum-Dipping, the extra Firestone process, insulates every fibre with rubber and adds great strength to each cord. Real balloon tyres must have light, strong flexible walls. Gum-Dipping gives this extra strength and endures this extra flexing strain.

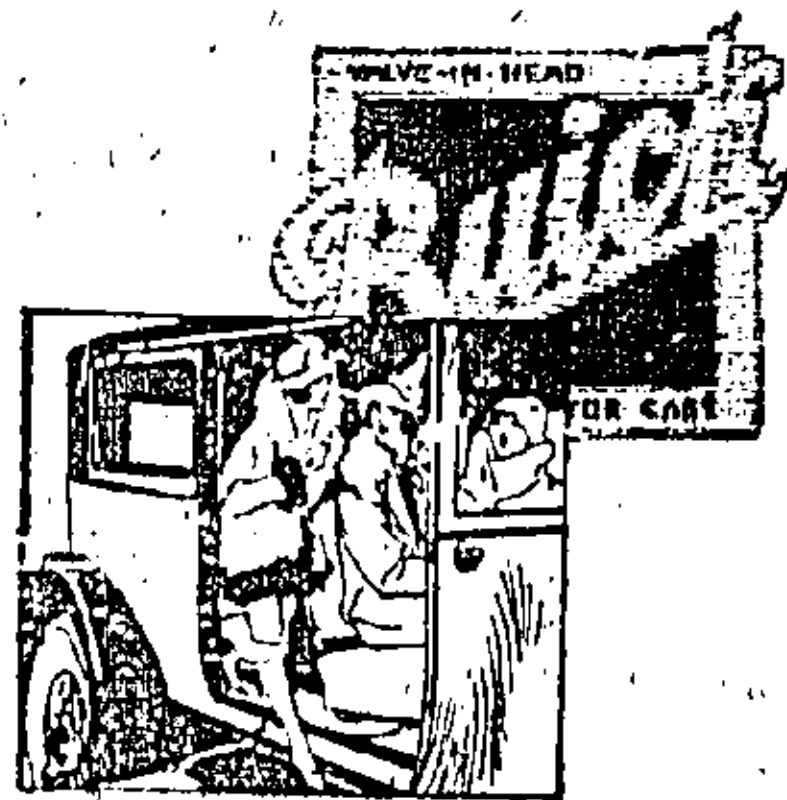
Equip now for safety—comfort—and economy the year around—ride on Firestone Gum-Dipped Balloons.

THE DRAGON MOTOR CAR CO., LIMITED  
33 WONG NEI CHUNG ROAD HAPPI VALLEY

MOST MILES PER DOLLAR

# Firestone

## FULL-SIZE GUM-DIPPED BALLOONS



In three months, public recognition of the value of the better Buick of 1926 has been so sweeping, that to-day, one in every four cars sold for G\$1,000 or more is a better Buick.

Sole Agents:—

The Hongkong & Kowloon Taxi Cab Co., Ltd.

33-35, DES VOEUX ROAD, CENTRAL. HONGKONG.

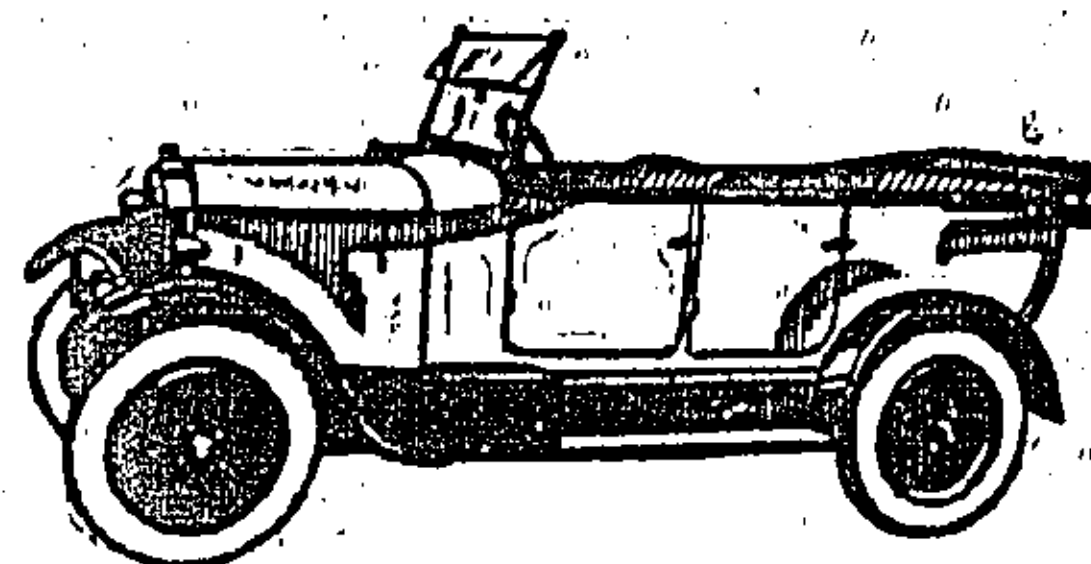
Telephone C1636.

(Call or arrange for a demonstration)

1926

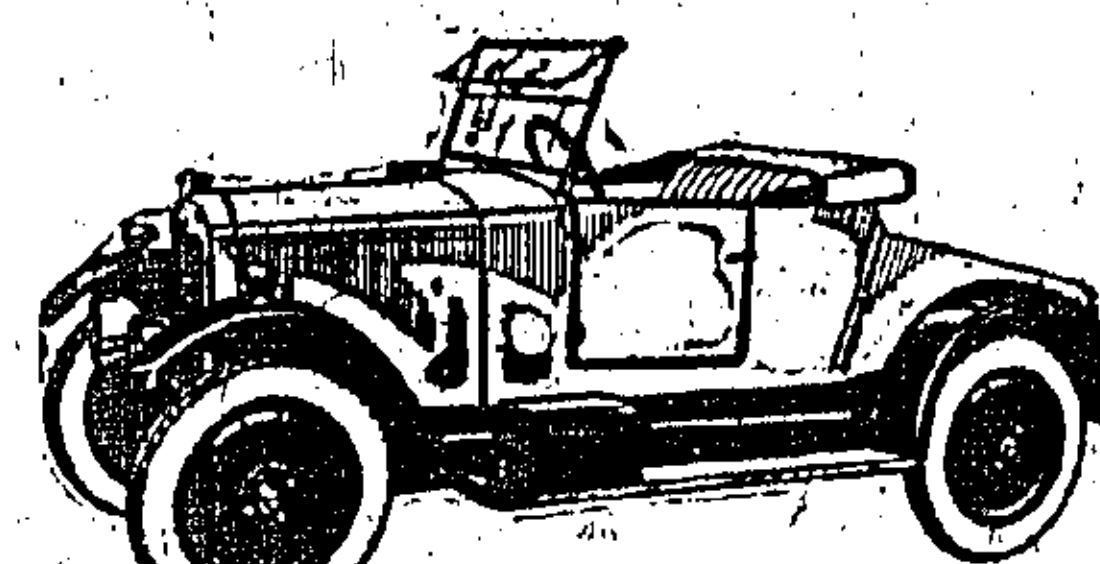
# SINGER

1926



FOUR SEATER "DE LUXE"

\$2,200



TWO SEATER "DE LUXE"

\$2,200

## BRITISH THROUGHOUT

OVERHEAD VALVES

PNEUMATIC UPHOLSTERY

FOUR WHEEL BRAKES

DUNLOP RE-INFORCED BALLOON TYRES

AUTOMATIC WINDSCREEN WIPER

35/40 MILES PER GALLON

COMPLETE ALL WEATHER EQUIPMENT LARGE RADIATOR

SMART, EFFICIENT AND ECONOMICAL

# "SINGER"

represents all that is best in British Light Car Engineering.

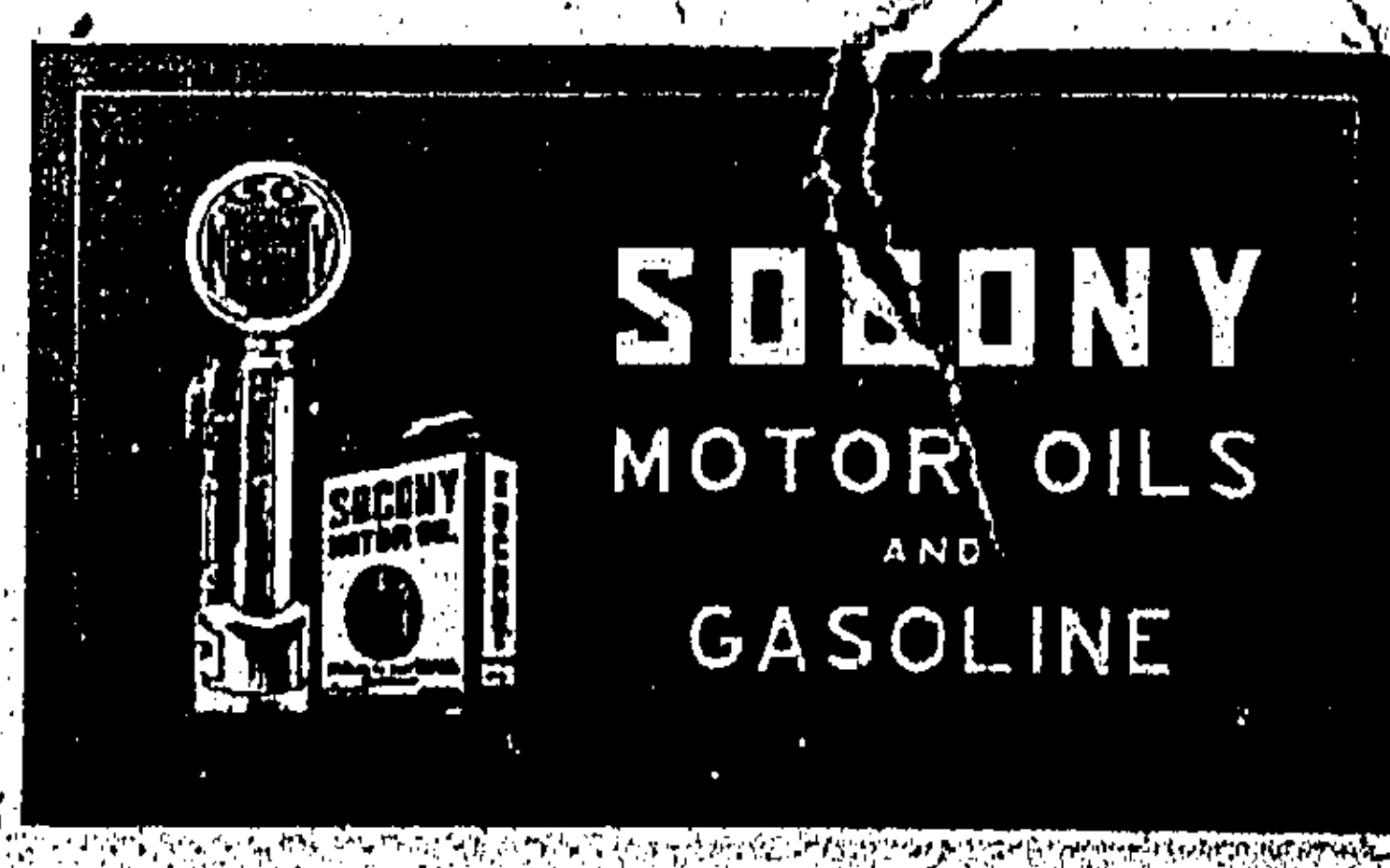
FOR FULL SPECIFICATION AND DEMONSTRATION

APPLY TO

GILMAN & CO., LTD.

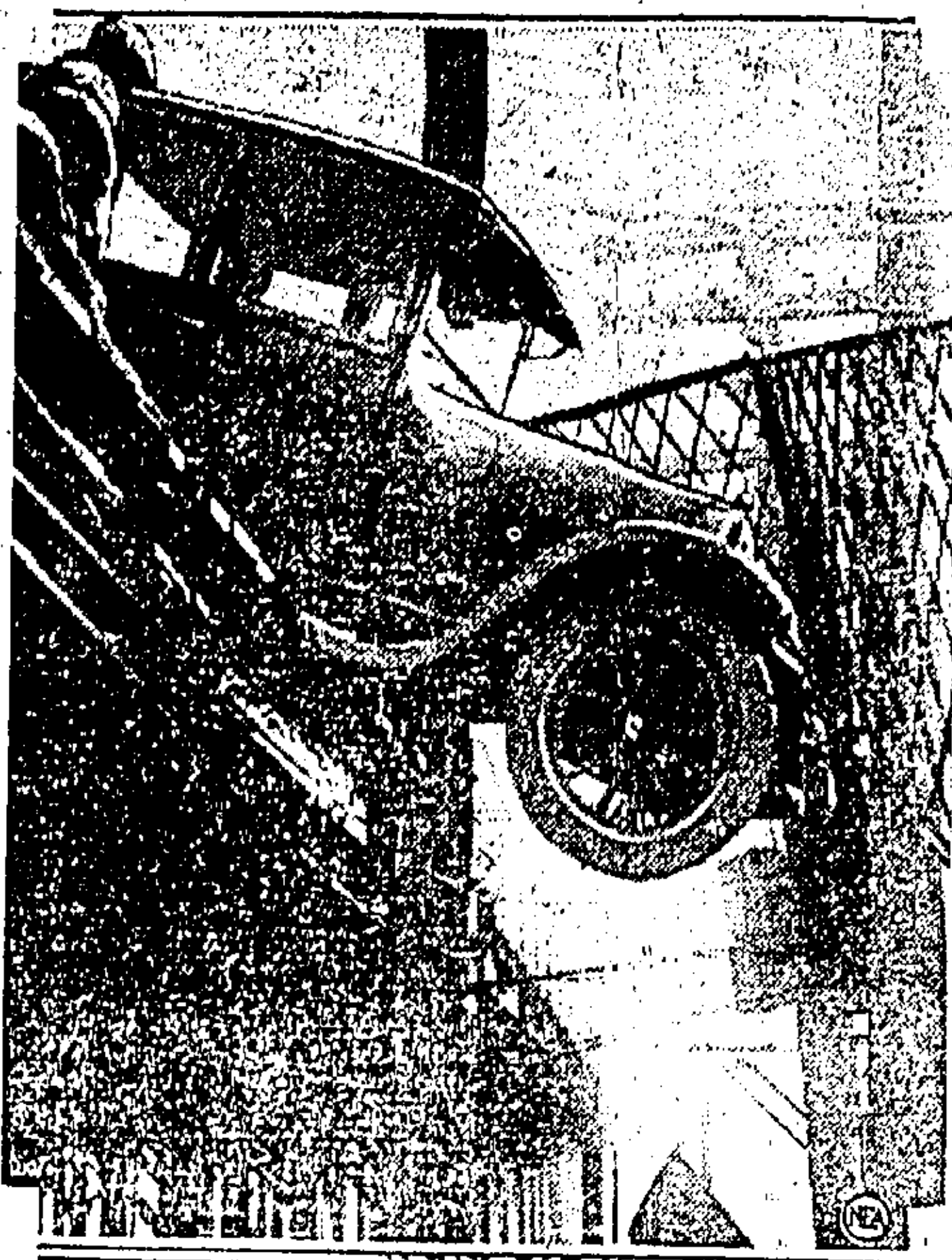
HONGKONG BANK BUILDING.

IF IT WERENT FOR ACCIDENTS THE AUTO WOULD ALWAYS BEAT THE TRAIN TO THE CROSSING.





## TELEGRAPH POLE SAVES AUTO.



Automobiles and telegraph poles aren't good friends, ordinarily. But this time they got very chummy. This auto through crashed a bridge railing in San Francisco and would have plunged to destruction if it had not hit the telegraph pole, which prevented its fall.

## THE WHITE SAFETY LINE.

WAS ONCE BLACK.

The Autocar notes that the authorities in Kent have been developing the system of white safety lines and now a danger spot is indicated by a board white line painted across the road at right angles to the direction in which the car is travelling and having the word "Care" stencilled near it. Although scoffers have already been jesting about the numerous strange signs and the amount of reading matter which is appearing on the road surfaces, this new type of signal is very much better than the red triangle, and has the advantage that it cannot be used for advertising purposes, as the red triangle has been. The Autocar also reminds its readers with an Irishism that the first white line was a black one. It was, in fact, a line painted near the Vickers shed in Brooklands track to prevent cars from coming so close to the shed at the corner that another car could not pass.

## REGULATE LAMP POWER.

A maximum strength of 50,000 candle-power in any part of the beam of the head-lamp is all that will be permitted in Massachusetts after Jan. 1. A further reduction to 30,000 candle-power is considered.

## 900-MILE NON-STOP RUN.

Los Angeles, U.S.A., Setting a

record, and breaking records en route, a new Studebaker Standard Six Duplex Phaeton checked into Los Angeles at 4.21 a.m. December 6, finishing a 900 miles non-stop run from El Paso, Texas. With its gear sealed in high, the Studebaker made the run in 24 hours and 21 minutes.

Piloted by Edward R. Lester and C. S. Payne, the Standard Six went over the route under great handicaps, being compelled to make 32 miles of detours on the way, and in addition fighting a blinding sand storm near Indio, and encountering a combined wind and rain storm in California for more than 100 miles.

The car broke the old Studebaker record between Phoenix and Los Angeles, and came within eight minutes of equalling the present record between the two cities, set by a Lincoln. The time between Phoenix and Los Angeles was 12 hours and 24 minutes. The old Studebaker record for this trip was 13 hours and 16 minutes.

Checked out of El Paso by telegraph officials and El Paso newspapermen at 4 a.m. Los Angeles time, December 5, with its gear sealed in high, the car ended its phenomenal run to Los Angeles with its motor running just as prettily at the end of the 24 hour non-stop grind as the day it left the factory. It was officially checked in at the main office of the same telegraph company in Los Angeles, and the seal was removed by officials and newspapermen here.

The non-stop run was accomplished by refuelling en route, petrol and oil being furnished the pace-maker by Studebaker dealers along the way in sealed tins. Refuelling was made possible by special connections with the gas tank from the rear seat.

The Studebaker used was a strictly stock car, with nothing removed to lighten it in any way. The only extra equipment carried consisted of a motorometer, a front bumper, shock absorbers and two spot lights. The Duplex body, which has the roof of the car built in one unit with the lower body, was not touched.

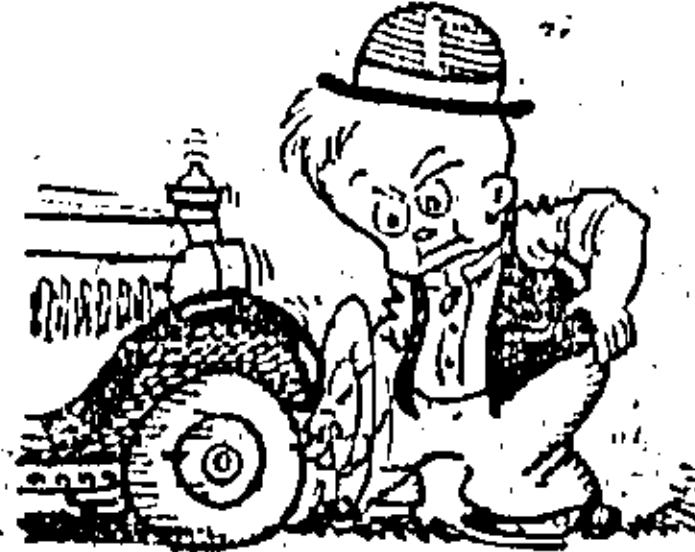
Averaging 36.96 miles per hour, the sturdy traveller beat the average mile per hour time of the Sunset Limited, the fastest train on the Southern Pacific, which makes 815 miles in 23 hours and 35 minutes—with an average of 34.55 miles per hour—on its run from El Paso. Altogether the Studebaker set an unusual record for speed in its charge across the desert and mountain country, adding to the Studebaker laurels in road records in California, all of which have been made by non-professional drivers.

Records made by Studebakers which still stand in California to-day are: Salt Lake City to Los Angeles, 854 miles in 23 hours and 43 minutes, an average speed of 36 miles per hour; three Los Angeles-San Francisco records—Valley Route, 441.1 miles in nine hours, 15 minutes and 50 seconds; Coast Route, 453.7 miles in ten hours, 12 minutes, 30 seconds; round trip 864.4 miles in 21 hours and 23 minutes.

## COACH OPERATION.

Motorcoach operation, the standardization and regulation of motorcoaches, and the handling of freight and store-door deliveries by motor truck are to be the principal topics discussed at a national automotive transportation meeting of the Society of Automotive Engineers, to be held in Philadelphia November 13 and 14, 1926.

IT'S EASY TO BELIEVE THAT SOME GASOLINE IS MIGHTY CLOSE TO FIRE PROOF.



## Dodge Brothers Price Reductions

Effective immediately, we announce TREMENDOUS PRICE REDUCTIONS in our delivered prices of both Standard and Special Type Dodge Brothers Motor Cars. Details of these Startling Price Slashes on passenger Cars are as follows, prices being in Hongkong Currency and for delivery ex Garage:

## Standard Type Models: Old Price: Reduction: New Price:

|                    |         |       |         |
|--------------------|---------|-------|---------|
| Standard Roadster  | \$2,300 | \$200 | \$2,100 |
| Standard Touring   | \$2,400 | \$300 | \$2,100 |
| Standard "B" Coupe | \$2,700 | \$300 | \$2,400 |
| Standard "B" Sedan | \$2,900 | \$400 | \$2,500 |

## Special Type Models: Old Price: Reduction: New Price:

|                   |         |       |         |
|-------------------|---------|-------|---------|
| Special Roadster  | \$2,500 | \$300 | \$2,200 |
| Special Touring   | \$2,600 | \$400 | \$2,200 |
| Special "B" Coupe | \$2,900 | \$400 | \$2,500 |
| Special "B" Sedan | \$3,100 | \$500 | \$2,600 |
| Special "A" Sedan | \$3,400 | \$600 | \$2,800 |

In addition to the above reductions in Hongkong Currency of delivered prices of Dodge Brothers Passenger Vehicles, the following further reductions are announced in the f. o. b. factory prices in Gold Dollars of Dodge Brothers Commercial Vehicles.

## Commercial Car Models: Old Price: Reduction: New Price:

|                  |          |       |          |
|------------------|----------|-------|----------|
| Screen Side Type | G\$885   | G\$75 | G\$810   |
| 72" Panel Side   | G\$947   | G\$62 | G\$885   |
| 96" Panel Side   | G\$1,225 | G\$50 | G\$1,175 |

These new prices come at a time when DODGE BROTHERS product has reached the highest peak of perfection in its history. They cannot be overlooked by anyone who has the slightest interest in the value his money buys.

## The DRAGON MOTOR CAR Co., Ltd.

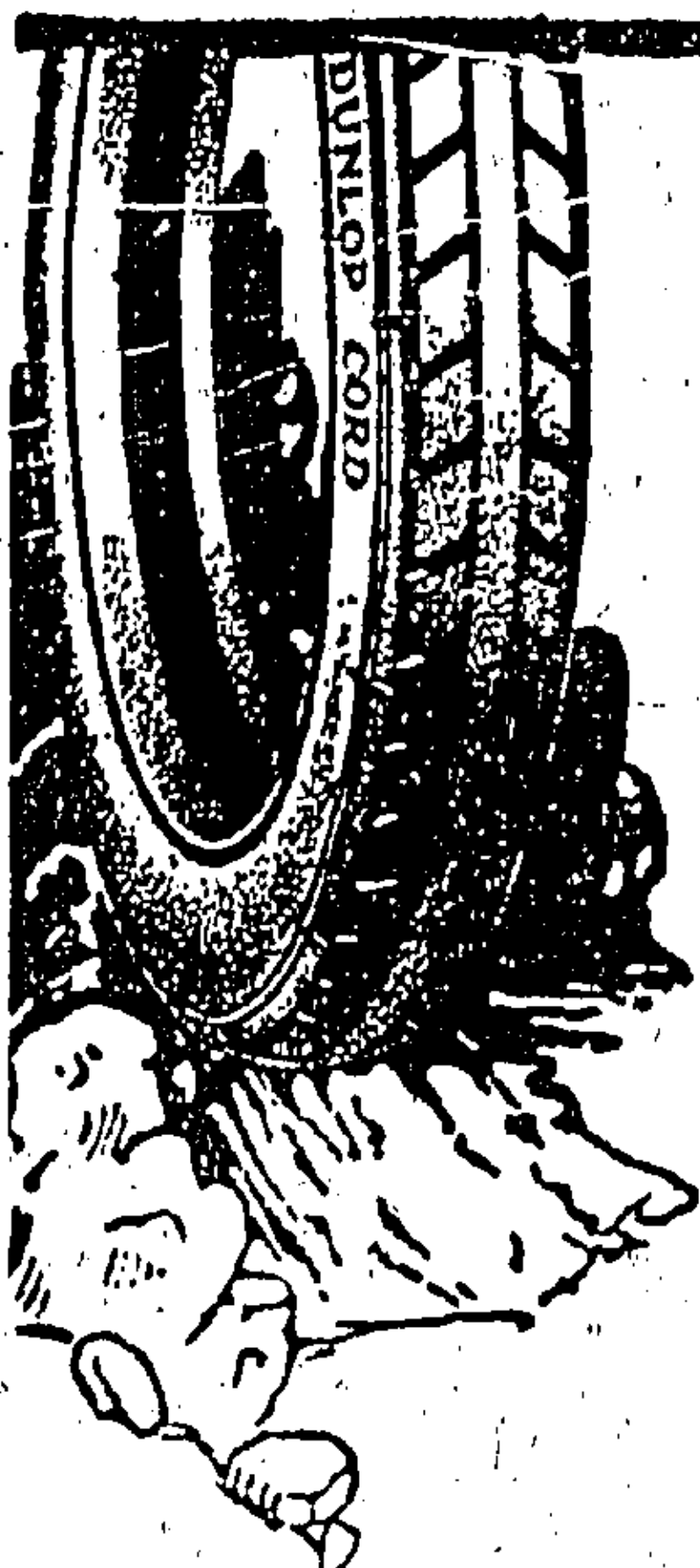
Telephone Central 1246 or 1247.

33, Wong Nei Chung Road . . . . . Happy Valley.

## A Fine Product and a Fine Policy

There are no finer tyres than

## DUNLOP CORDS

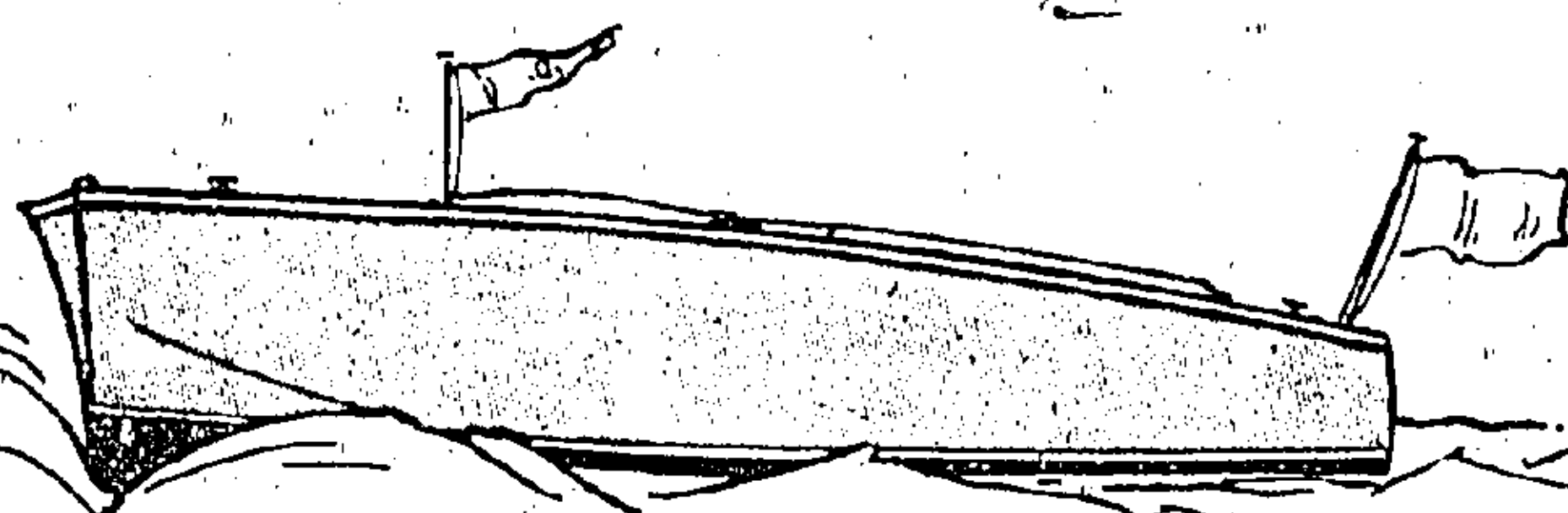


They stand as the supreme achievement in tyre construction, and set a new standard in tyre service. Behind them is a fine policy—fair treatment—the methods of the Dunlop organization which help you to get the utmost value from your tyres.

There is a Dunlop Representative at Hongkong, for your service.

DUNLOP RUBBER Co., (China) Ltd. HONGKONG HOTEL GARAGE.  
Hotel Annex Building, Distributors.  
Telephone Central 4564. Telephone Central 4759.

## 16 KNOTS

AILSA CRAIG  
FAST RUN ABOUT

BY ITISH THROUGHOUT

Complete \$2750.00 { DELIVERED HONGKONG.

DODWELL &amp; CO., LTD. Sole Agents.



## THE IMPROVED

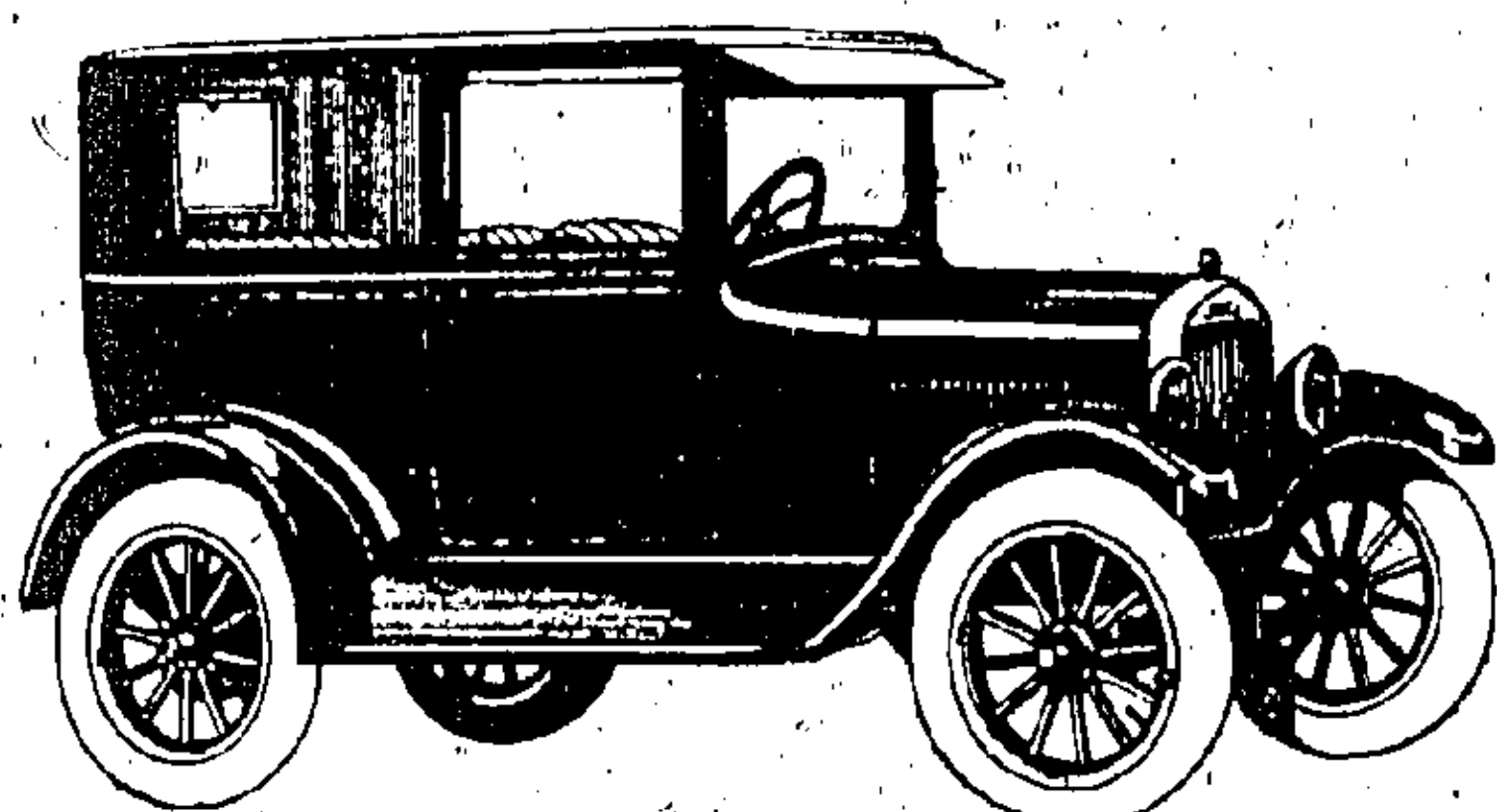
# Ford

### THE TOURING CAR

All-Steel body. One-man top. Weatherproof side curtains opening with all four doors. Four cord tyres, nicked radiator and head-lamp rims, wind-shield wiper, rear view mirror and dash lamp. Balloon tyres \$50 extra. Price, with demountable rims, delivered in Kowloon.

**\$965.00**

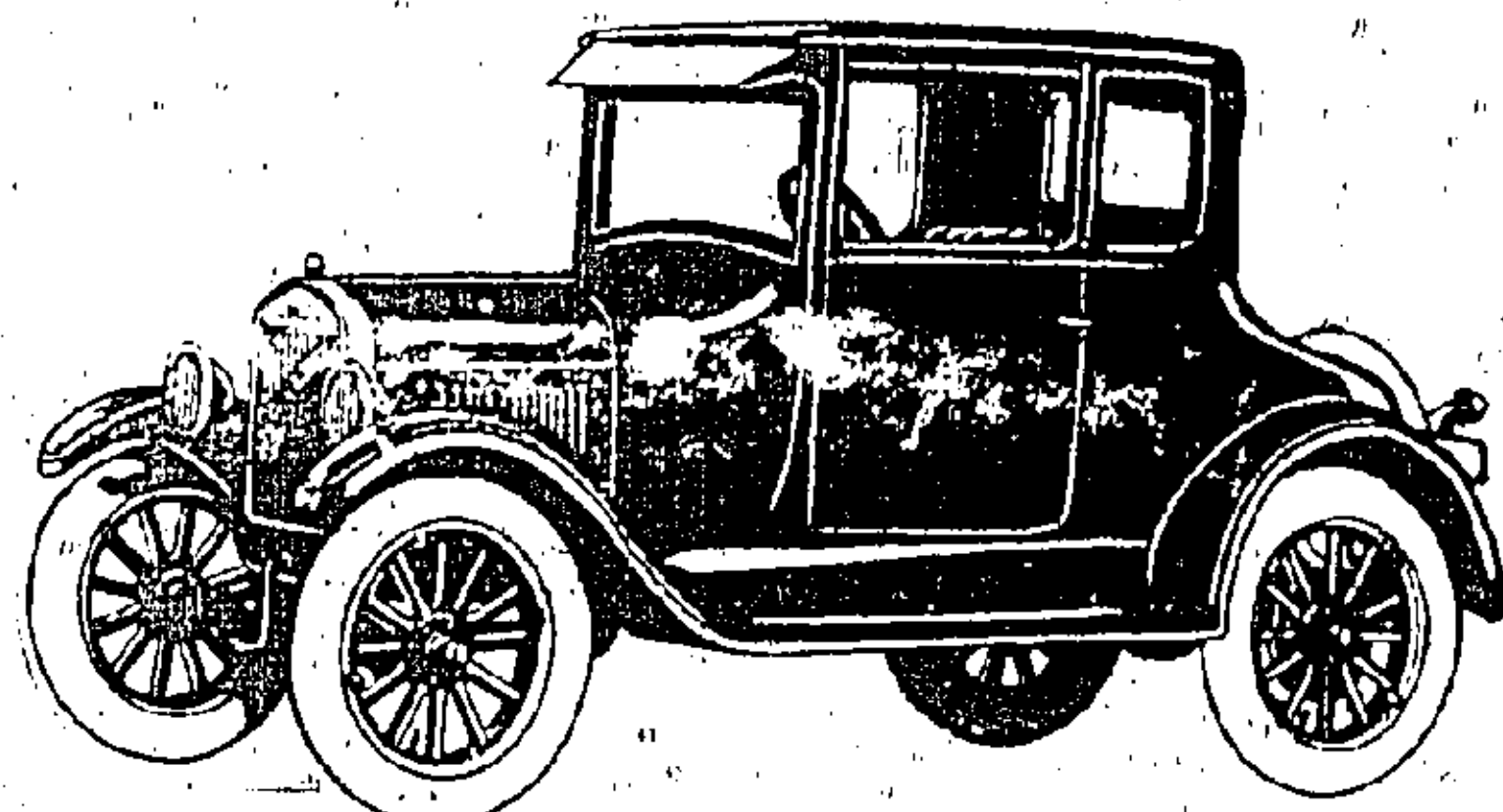
(Self-Starter \$125.00 extra)



### THE TUDOR SEDAN

All-Steel body. Nicked radiator and head-lamp rims. Four cord tyres, wind-shield wiper, rear view mirror and dash lamp. Balloon tyres \$50 extra. Price, with self-starter and demountable rims, delivered in Kowloon.

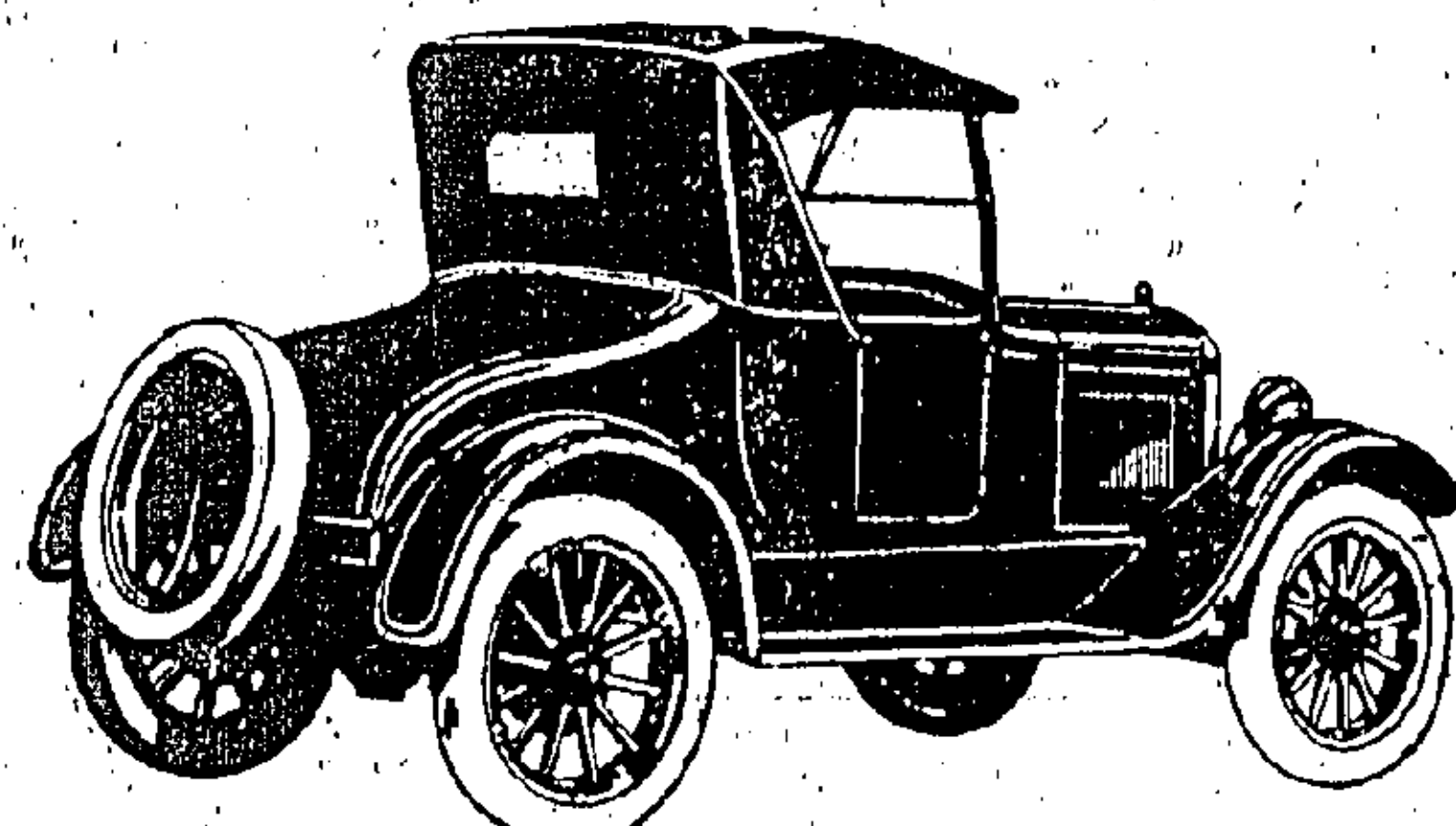
**\$1,600.00**



### THE COUPE

All-Steel body. Nicked radiator and head-lamp rims. Large compartment under rear deck. Four cord tyres, wind-shield wiper, rear view mirror and dash lamp. Balloon tyres \$50 extra. Price, with self-starter and demountable rims, delivered in Kowloon.

**\$1,475.00**

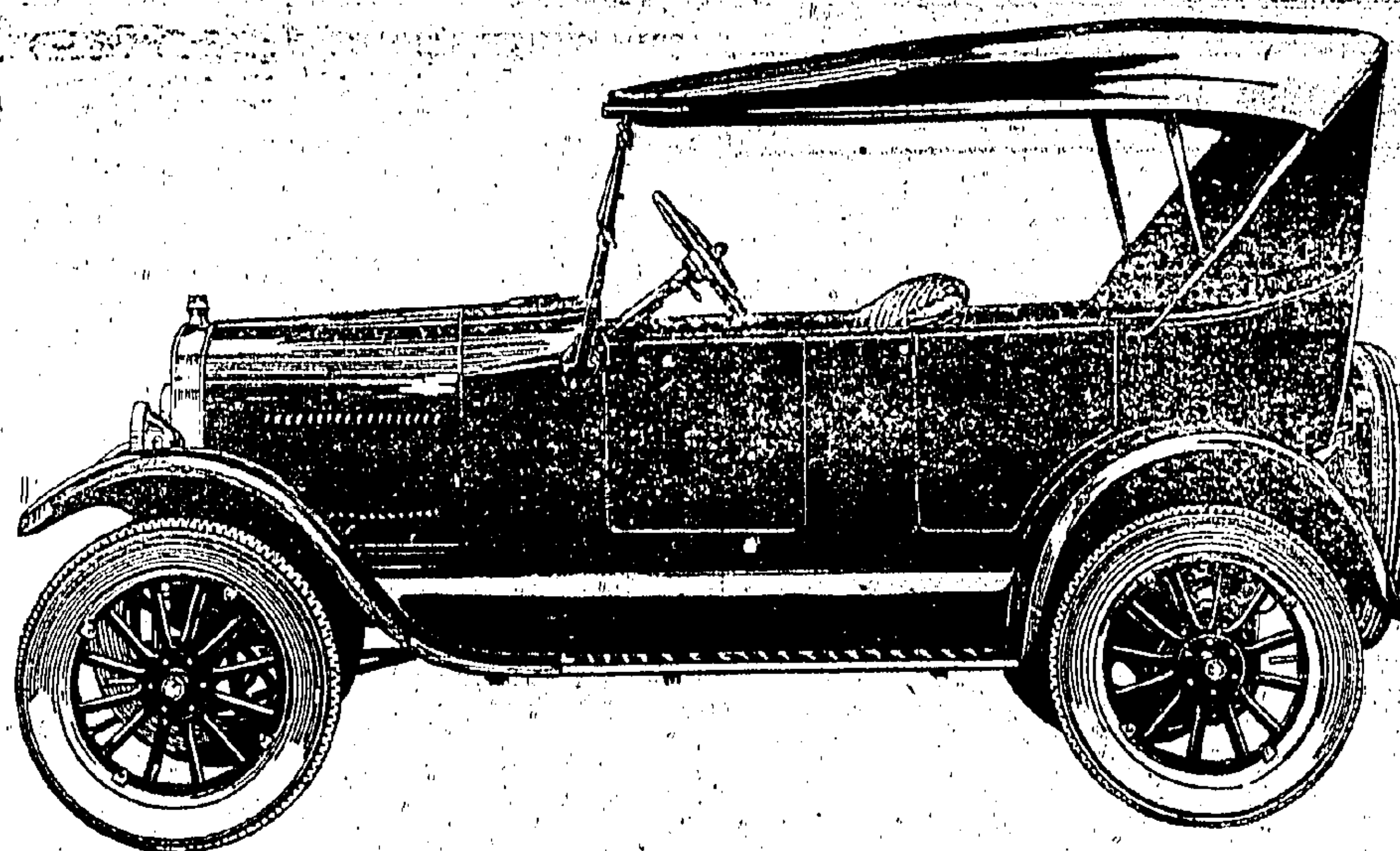


### THE RUNABOUT

All-Steel body with large compartment under rear deck. Weatherproof side curtains open with both doors. Four cord tyres, nicked head-lamp rims and radiator shell, wind-shield wiper, rear view mirror and dash lamp. Balloon tyres \$50 extra. Price, with demountable rims, delivered in Kowloon.

**\$905.00**

(Self-Starter \$125.00 extra)



## Combining All-Steel Bodies New Colours—and No Change in Price

### For Beauty

Chassis has been lowered; bodies have also been lowered and lengthened. This streamline effect is further emphasized by the raising of radiator and head-lamps.

New colour schemes add to the car's attraction: Carmen Lake, Tartan Green, or Moleskin Deep Grey are optional. New and finer upholstery gives an artistic harmony to the whole car. Head-lamp rims and radiator are now brightly nicked.

Fenders are larger, longer and more attractive, conforming to streamline treatment. The hood also is longer; louvres on sides are redesigned and increased in number.

Rear deck on both the Coupe and Runabout has a full sweep of line which greatly improves the appearance of these cars.

### For Utility

Bodies of all steel construction mean longer wear and lower upkeep.

The Touring Car and Runabout have removable storm-curtains opening with all doors.

Compartment space under the rear deck of the Coupe and Runabout has been greatly increased.

There is added capacity in the gasoline tank of the Tudor Sedan, Coupe and open cars.

### For Convenience

In the Tudor Sedan, Coupe and open cars, gasoline tank is under the cowl and may be filled from the outside. The new position ensures an even flow of fuel under all conditions.

Brake and clutch pedals are wider and more conveniently spaced. Steering wheel is larger and lower.

Coil box and sediment bulb are placed under hood, where they may be more conveniently reached. Improved fan bracket simplifies adjustment of fan belt.

### For Comfort

Seats are set further back, lowered and redesigned to permit easy relaxation.

Lowering of the car's centre of gravity tends to give greater sense of security and to increase roadability.

Improvement in both the transmission and rear wheel brakes, with wider drums and bands, makes braking smoother and more positive.

One-piece ventilating wind-shields in the Tudor Sedan and Coupe give greater visibility.

Running boards are wider and nearer the ground; doors are designed for easier entrance and exit.

## Andrew Harper

Chatham Road, Hunghom, Kowloon; 6, Queen's Road Central Hongkong.

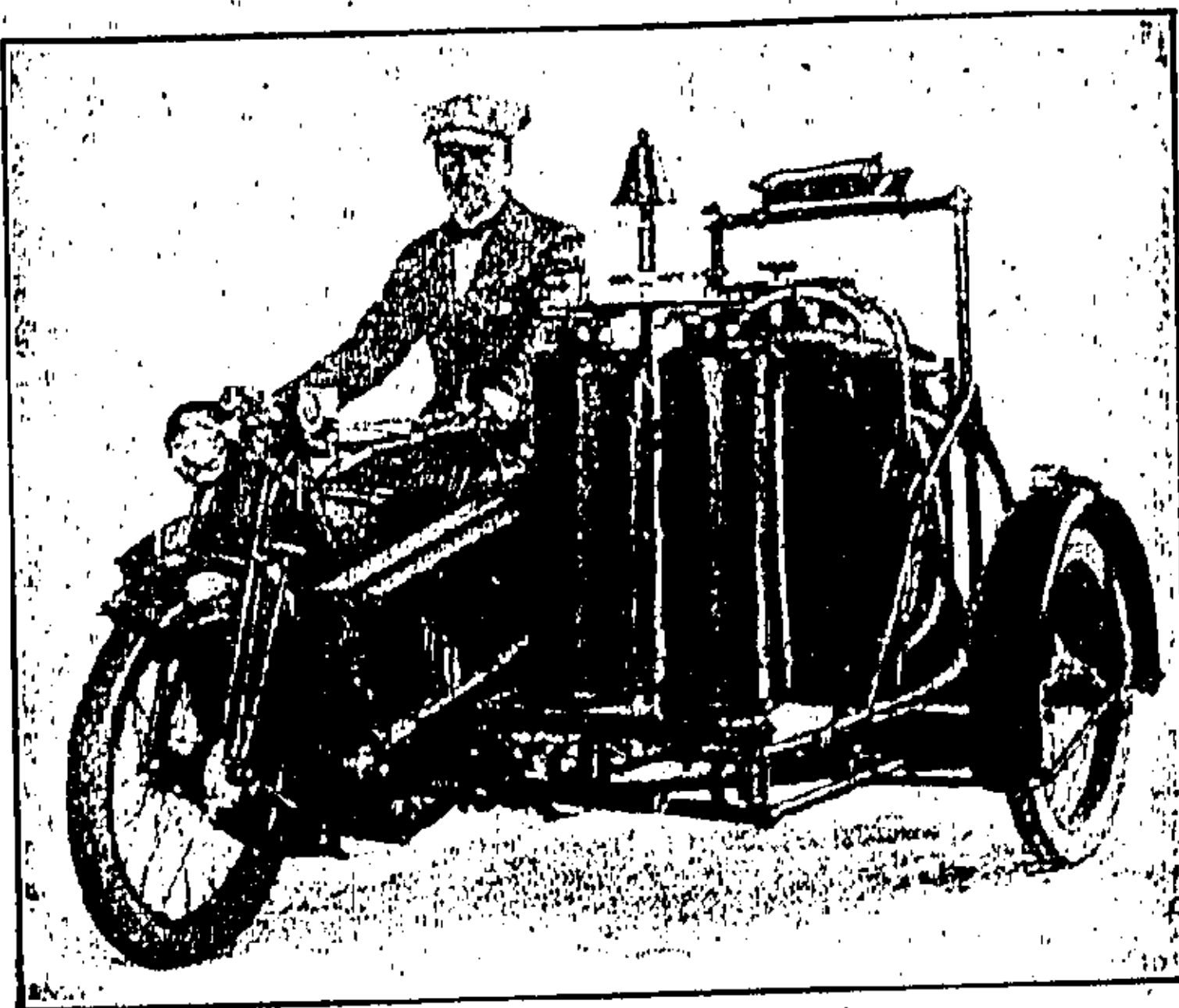
Telephones.— C.4895 and K.1216.

# Ford Motor Company

Detroit, U. S. A.

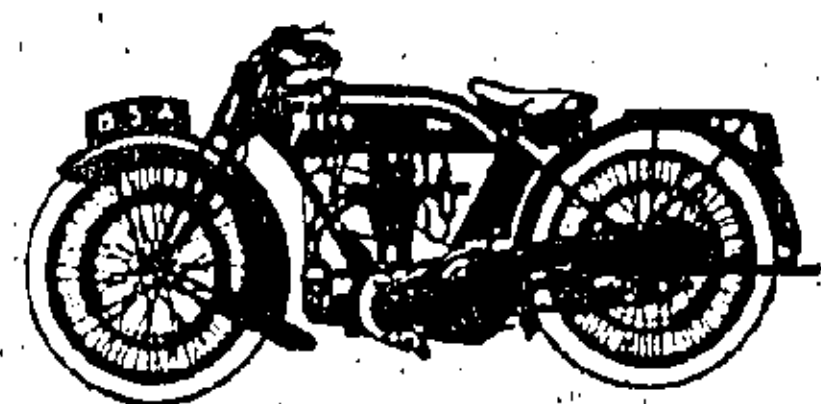


# BRITISH SIDE CAR FIRE APPARATUS.

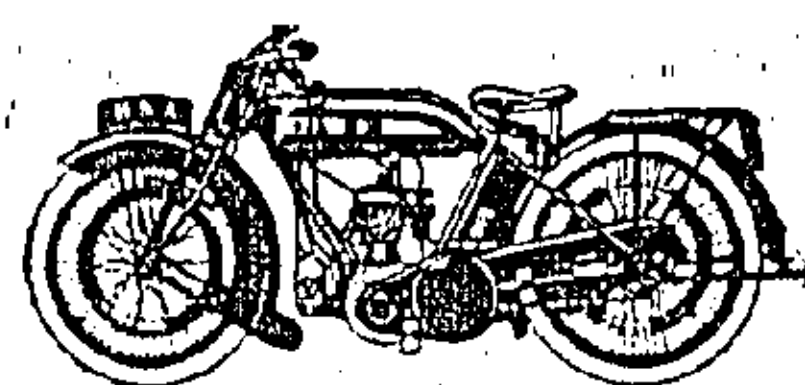


A sidecar fire engine carrying complete fire fighting equipment was a novel exhibit at a recent motor cycle show in London. This compact apparatus is designed for use in districts which are not easily accessible to the usual heavy fire machines. The equipment includes chemical extinguishers and a pump. Similar appliances are urgently needed in Hongkong, especially on the Peak.

## B. S. A. MOTOR CYCLES



Famous For Reliability and Economy



Full Particulars from the Sole Agents:

**THE SINCERE CO.**

No other Motor Spirit at any price costs so little per mile

AS

**"SHELL"**

ASIATIC PETROLEUM CO., (S'C) LTD.  
(INCORPORATED IN ENGLAND.)

### EGYPT WANTS TRACTORS.

The demand for tractors in Egypt is rapidly growing. During the past year 280 tractors were imported into Egypt, as compared with 24 during the previous year. Most of the machines imported were American and British products.

### LARGE DEATH TOLL.

America is the leader of the world in death rate due to automobile accidents. The rate is 14.8 fatalities for every 100,000 population. England is second with a rate of 5.2. Motor vehicles caused a death every half hour in this country last year.

## THE PLAIN MAN AND HIS CAR.

VI.—CONTROLS (Continued)  
(By P. W. F. Mills.)

### The clutch pedal.

Whenever the clutch is being disengaged with a view to disconnecting the engine from the remainder of the transmission line the clutch pedal should be pressed right down, and the movement should be a rapid one. Anything in the nature of a half disengagement should be avoided, as this results in undue wear of the friction fabric. On the other hand the clutch should always be engaged with as gradual a movement as possible when the car is stationary or moving slowly. This does not mean that the movement of the foot in allowing the pedal to come up must not vary in slowness throughout the range of the pedal, as the pedal rises there comes an instant at which there is sufficient friction between the clutch surfaces to "take" the load of the car, and when this point has been reached there is nothing to be gained by delaying full engagement.

It will have been noted that use of the clutch is an essential part of all gear changing operations, and if the car is fitted with a clutch-stop, described in a previous article, this will come into action when the clutch pedal is pressed down as far as it will go. It is clear, therefore, that in changing "up," when the effect of the clutch-stop is to lessen the pause in "neutral," the pedal should be pressed hard down. In changing "down," when the action of the stop in checking rotation of the clutchshaft is an obstacle to easy operation, the pedal should be pressed down only so far as is necessary to disengage the clutch. It will often be found that the clutch pedal on cars fitted with a clutch-stop possesses a greater range of travel than usual in order to make disengagement of the clutch possible without bringing the clutch-stop into operation.

It is not proposed to deal here with methods of clutch adjustment and remedies for "here" and "slipping" clutches, but it may be useful to refer to two points to be remembered in connection with clutches and clutch control. Cold weather is very likely to cause the oil in the clutch control connections and, perhaps, that between the friction surfaces themselves to become "gummy." This may mean that for the first few moments after starting up it is difficult to disengage the clutch surfaces, and in manoeuvring the car in close proximity to ditches and other obstacles care should be taken to depress the clutch pedal a little earlier than usual, allowing the car to "roll" the remaining distance required. In running the clutches of all cars, but especially those with "unit" construction of engine and gear box, receive a fair amount of heat from the engine, and this is augmented by any prolonged use of the clutch itself. There should always be a small amount of play in the pedal when the clutch is fully engaged, and if this play is absent when the engine is well warmed up its absence may indicate that owing to expansion in the control connections the surfaces are prevented from making complete engagement, with consequent undue wear to the fabric.

If possible, and this is usually the case if an electric starter is being used, the clutch pedal should be held down whilst the crankshaft is being turned in starting on a cold morning. Disengagement of the clutch in this way makes easier work for

the starting motor or the operator at the starting handle, in as much as the clutchshaft and the gear wheels in the gear box which it drives are not rotated as the crankshaft revolves, and the work performed in churning up the sticky lubricant in the gear box is avoided.

### The Brake Controls.

The arrangement of brake controls varies between two alternatives. One control, the hand control, may always be locked in the "brakes on" position by means of a ratchet device, but the brake which this control operates may be either one of the two independent sets of brakes provided. On cars fitted with rear wheel brakes and a single transmission brake the commonest arrangement is one in which the hand lever operates the rear wheel brakes and the pedal operates the transmission brake, although the reverse arrangement, which has a great deal to be said for it, is growing in the favour of manufacturers. Most drivers find it more convenient to use the pedal control for ordinary purposes, and in this case it is an advantage to have the pedal control operating the smoother and less powerful wheel brakes. Moreover, on cars in which the gear quadrant and hand brake control are centrally situated it is an advantage to arrange operation of the transmission brake, which is in any case located almost immediately beneath the floorboards of the car, by the hand lever. The connections between brake controls and the brakes themselves are usually rods or stranded wire cables, but some of the more expensive cars are now fitted with pneumatic or hydraulic control, the lever or pedal operating plungers in pneumatic or hydraulic cylinders and the connection to the brake shoes being similarly operated by further plungers located near them. The system entails a considerable amount of piping, and in some forms a pneumatic or hydraulic reservoir as well, but it has the important advantage of being extremely neat, thoroughly reliable and of enabling a most powerful leverage to be exerted at the control with very little effort. When applied to the control of front wheel brakes, which are not easily controlled by rod or cable systems, the pneumatic or hydraulic system is seen to the greatest advantage.

### The Ignition Cut-out Switch.

Most carburettors are fitted with a "throttle-stop" which prevents the throttle from closing entirely even when the control levers is in the fully closed position. The amount of throttle opening which remains is usually sufficient to enable the engine to run very slowly when it is well warmed up and working under no load. An ignition switch is necessary, therefore, to bring it to rest.

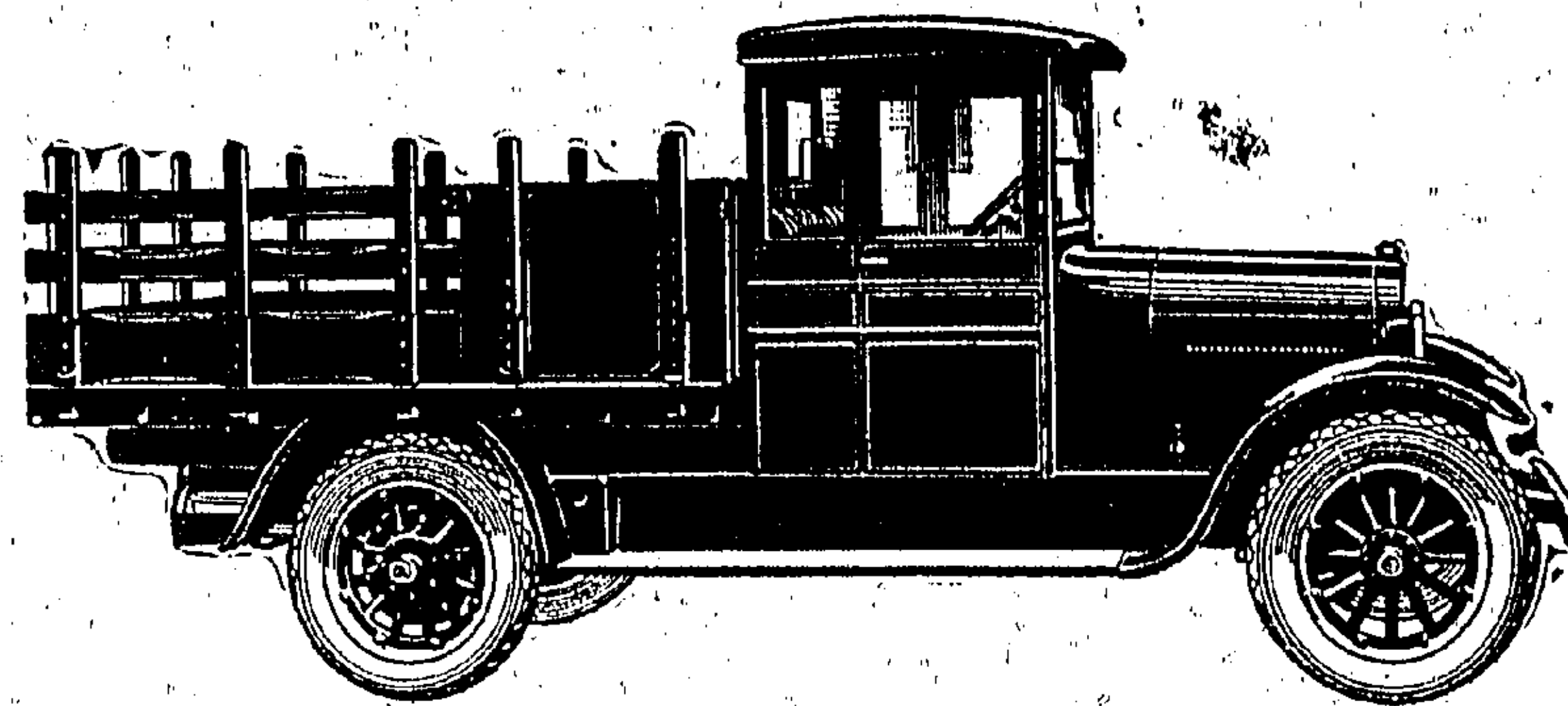
The ignition cut-out switch should never be used as a means of stopping the engine in ordinary running, and in descending steep hills it is unwise to switch off the ignition current, as without sparking across the plug points the latter will probably become foul and necessitate a stop at the foot of the hill to clean them. The very fact of the throttle being practically closed in such descents is sufficient guarantee that the engine is being driven by the momentum of the car, its own tractive effort being almost negligible, and there should be no need to use the ignition switch.

### LIGHT AUTO MODELS.

Although the trend towards light auto models has been noticeable for a long time in France, it is emphasized at the present time. Many manufacturers of larger cars are turning their attention to lighter models.

### USED CARS INCREASE.

There has been an increase in the number of used cars offered for sale due to the many new cars which have been placed on the market. Coupes and roadsters have been the types of car easiest to find a ready resale market.



## Friendly Counsel

Graham Brothers truck production for the first six months of 1925 equalled their entire production for 1924.

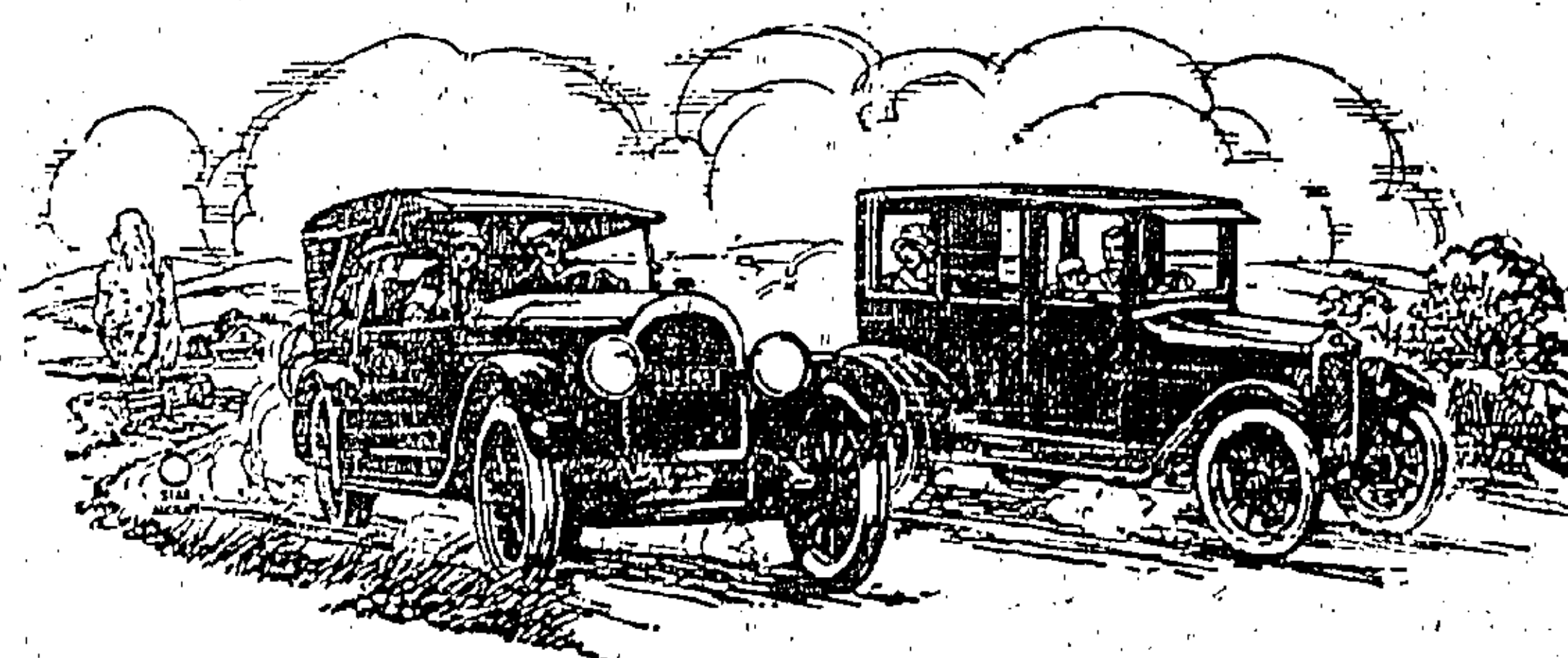
Words of commendation from good business men in every part of the world are responsible.

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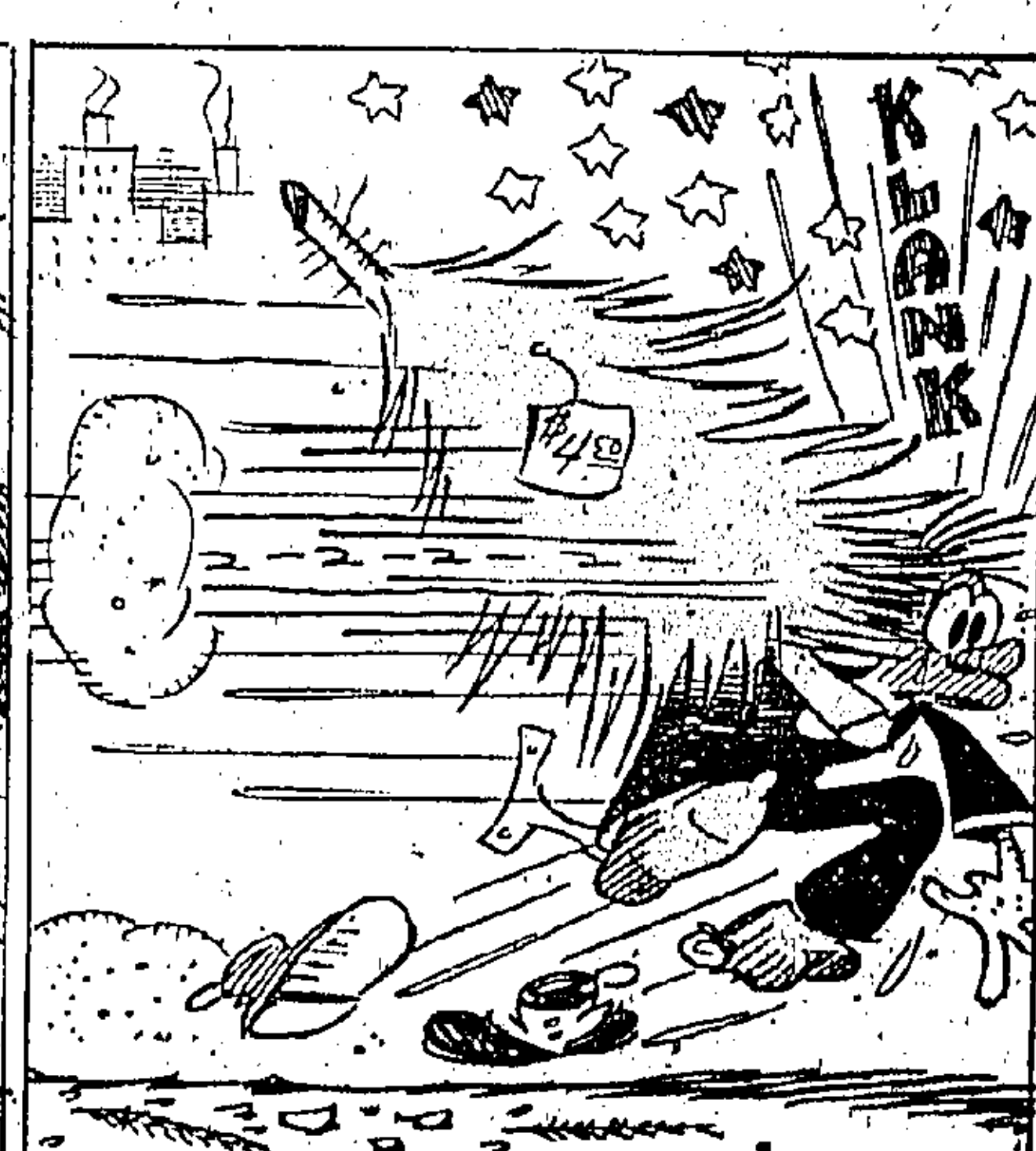
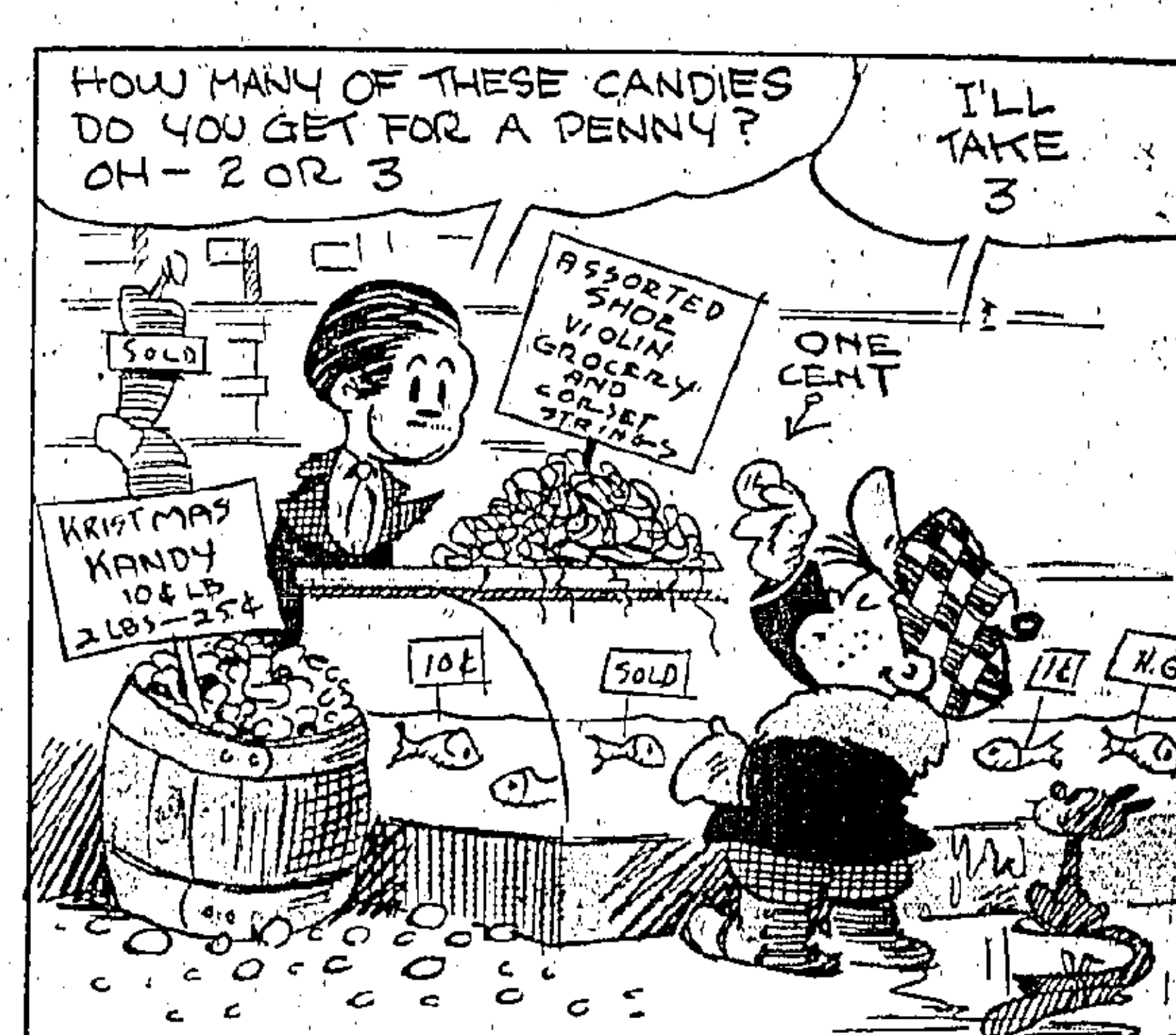
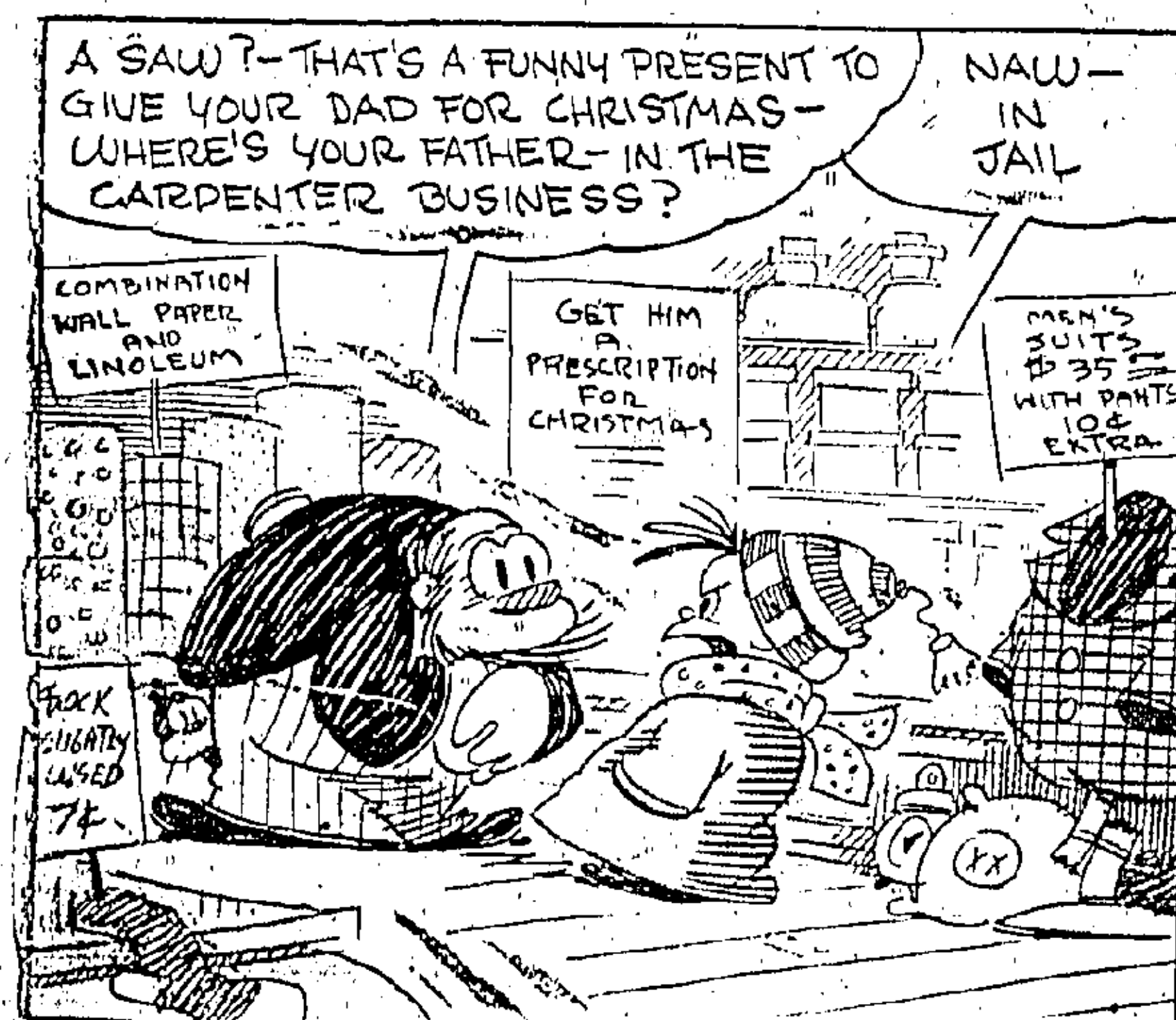
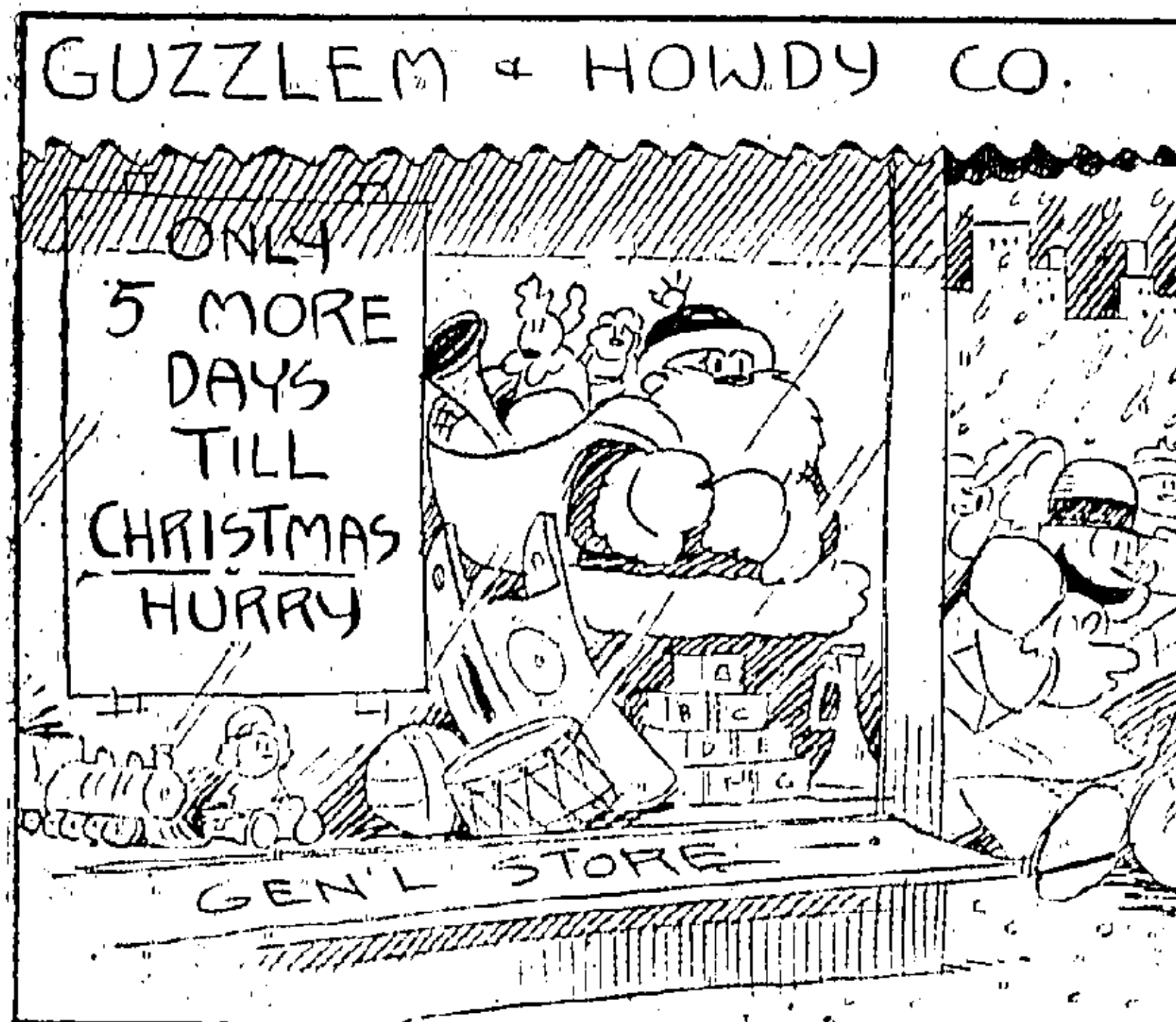
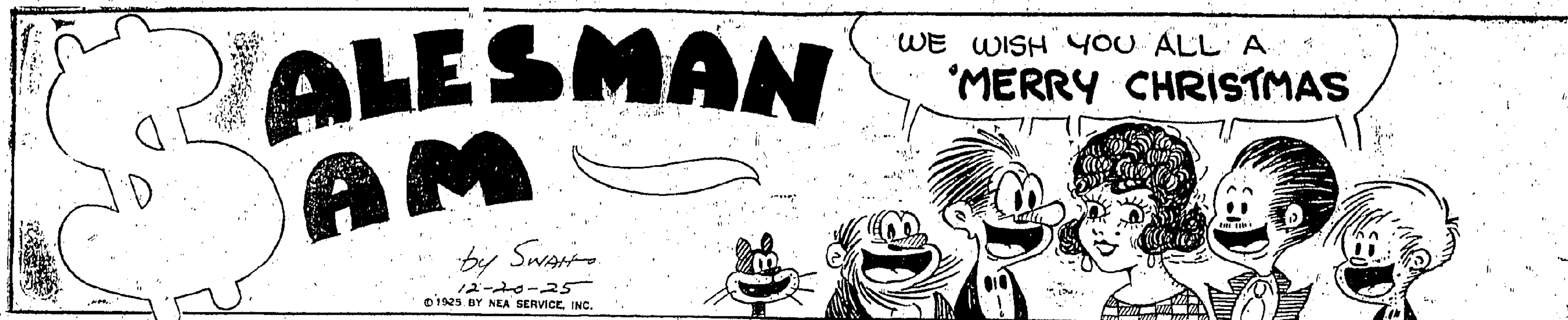
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## PRETTY KOWLOON WEDDING.



This group was taken at the wedding on Thursday, at St. Andrew's Church, Kowloon, of Mr. A. J. Kow and Miss Beatrice Rose Ablong. (Photo: Ming Yuen).

## SMUGGLING ARMS.

## INDIAN IMPORTER SENTENCED.

Calcutta, Jan. 22. A special tribunal has sentenced an Indian named Sudhansu Chaudhury to eighteen months' rigorous imprisonment for importing pistols and revolvers from Rangoon and Singapore.—*Reuter*.

## AFRICAN FLOODS.

## AN IMPROVING POSITION.

Beira, Jan. 22. The rains have stopped, and the Pungwe River has fallen a foot since yesterday.—*Reuter*.

## SPANISH-AMERICAN FLIGHT.

## AVIATORS REACH CANARY ISLANDS.

Las Palmas, Jan. 22. The Spanish airmen have arrived, thus completing the first stage of their flight to South America.—*Reuter*.

## DUTCH FLOODS.

## BIG RELIEF FUND.

Amsterdam, Jan. 22. Up to the present over £100,000 has been collected in aid of the flood sufferers.—*Reuter*.

## BRITAIN'S ECONOMIC PROBLEMS.

## THE NEED OF THE EMPIRE.

Rugby, Jan. 22. Mr. Amery, Secretary for the Colonies, speaking at Edinburgh said that the economic problems of this country must be based on the maintenance of a standard of living for the people which would give them a decent wage and decent conditions of life. To ensure such a standard, we could not depend only upon the resources of these small islands. It could only be sustained if we brought in the overseas parts of the Empire with their limitless resources. Our industrial and economic problems must now be considered along with those of the great Dominions of the British Empire.—*British Wireless*.

## DUTCH MINISTERIAL CRISIS.

## DR. LIMBURG APPEALED TO.

The Hague, Jan. 22. The Ministerial crisis is still unsolved, Her Devisser having failed. The Queen has now asked Dr. Limburg, the ex-Liberal-Democratic Deputy and a well-known authority on the subject of international law, to endeavour to form an extra-parliamentary Cabinet. Dr. Limburg is considering the request.—*Reuter*.

## "GOD WILLING".

By the Rev. Geo. E. Arrowsmith, M. A.

"Ye ought to say, if the Lord will we shall... do this or that."—*James, I-15*.

There are some good people who take this injunction at its literal face value, and whenever they mention any proposed plan for the future will feel it incumbent upon them to add, "If the Lord will." When they write a letter they will put a "D. V." in brackets to every proposition that they make. It is to be feared that this outward display of willingness to yield to the Divine Will has a tendency to develop into a mere form—a writing of the letters D. V. and nothing more. As often as not those who say "God willing" would be exceedingly peeved if the Almighty took them at their word and brought their cherished schemes to naught. But because St. James said, "ye ought to say, if the Lord will," they do say it (or write it), and leave it at that.

But the Apostle was not so much advocating a rule of conduct as a principle of living: he was not a stickler for religious etiquette in speech, but he was particular about the attitude of a man's life to God. And so our willingness to be governed by God's will should be seen in our lives, and it should not begin and end with more lip-submission. It is not enough to say, "God willing, I will do this or that" if later on we are going to show a rebellious spirit when God goes counter to our wishes. I have a special case in mind of a pious young woman, well known to me personally, who made frequent use of "D. V." in her letters, and who said "Thy will be done" with the utmost fervour on her knees, but if anything happened to thwart her plans she showed anything but a submissive spirit but would give way to violent outbursts of temper until she had made herself and those around her thoroughly miserable.

Unless you are prepared to mean what you say when you repeat the clause "Thy will be done," far better to omit it from the Lord's Prayer altogether. Those who pray in one way, and

then go and act as though they had never prayed at all, are the worst of all hypocrites for they are trying to throw dust in the Almighty's eyes by adopting a submissive tone of voice when, in reality, their hearts are anything but submissive to His will. From all such hypocrisy, good Lord deliver us!

"Thy will be done in earth as it is done in heaven" runs the petition. In heaven the angels gladly wait on God, it is their delight to obey His behests, their service is not given grudgingly but they speed on joyous wings to do His bidding. And you and I pray that God's will shall be done in earth as in heaven—with the same joy, the same delight, the same light-heartedness. Do we follow out the prayer? I fear very often our submissiveness to God is wrung from us rather than being a glad and spontaneous yielding up of our wills to Him. Compulsory submission is not what God wants from His children, but alas, too often it is the only sort that He gets. We obey because we feel we must, but we are not very joyful about it, and the gloom of our faces would suggest to an outsider that our God is a tyrant Who dictates His will rather than a loving Father Who indicates it.

Let us practise greater cheerfulness in our Christian service. We should never be content to say with a grimace and a discontented heart, "If the Lord will, I will do this or that," but we should say it gladly and with a smiling face.

Laid on Thine altar, O my Lord divine!

Accept this gift to-day for Jesus' sake.

I have no jewels to adorn Thy shrine, Nor any world-famed sacrifice to make.

But here I bring within my trembling hand This will of mine—a thing that seemeth small— And Thou alone, O Lord, canst understand How, when I yield Thee this, I yield mine all.

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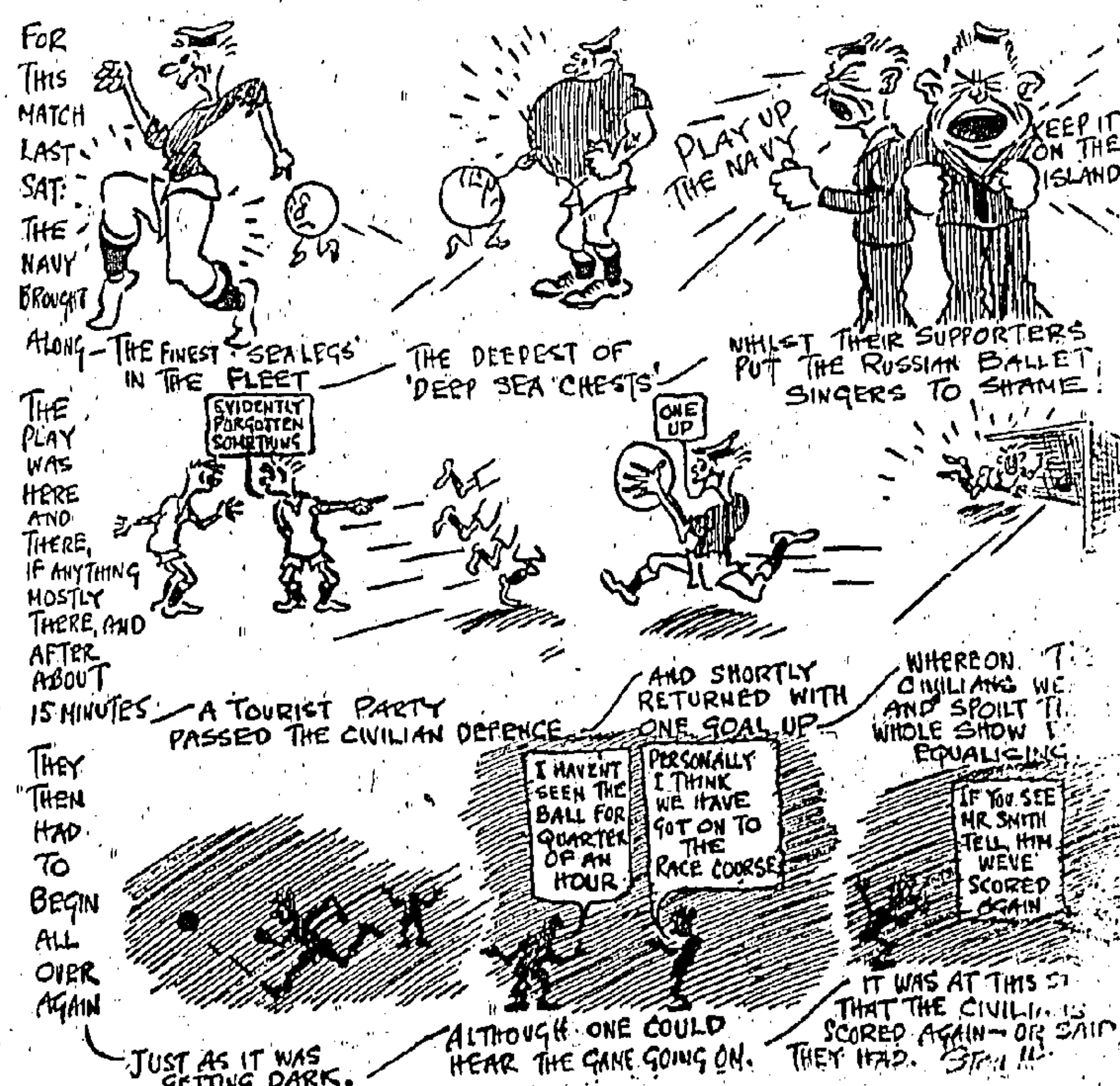
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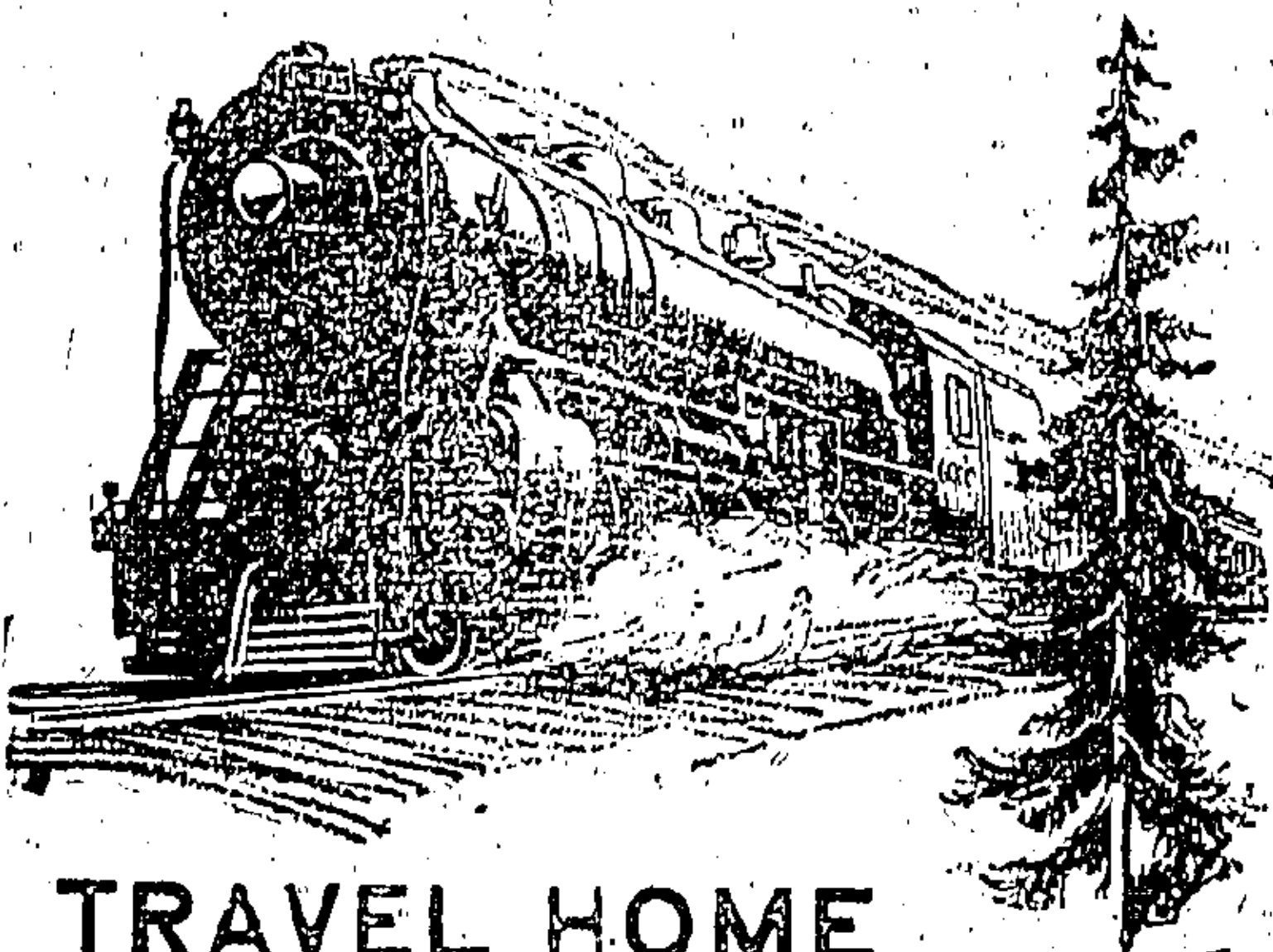
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## NEW RUBBER SOURCE

### AMERICANS TURN TO PHILIPPINES.

Washington, Jan. 8.—President Coolidge yesterday made clear his disapproval of any proposal for Government loans for the development of American-controlled rubber plantations such as that made by Mr. F. A. Sieberling before the House commerce committee.

Mr. Sieberling proposed a government loan to a private corporation for planting at least 1,000,000 acres in rubber in the Philippines.

President Coolidge believes that American manufacturers have adequate funds for such purpose and can see no occasion for loaning government money for rubber development.

Akron, Ohio, Jan. 9.—The leading rubber manufacturers of America expect action to be taken next Monday at the annual meeting of the Rubber Association of America in New York to establish American rubber plantations in the Philippine Islands or Sumatra. The plans call for an expenditure of \$10,000,000 annually for five years to insure production by Americans.—*Associated Press.*

New York, Jan. 9.—An editorial in the *Herald Tribune* scoffs at Mr. Hoover's committee investigating foreign monopolies and thinks a better solution would be to "clear away the nonsense about Philippine independence" and get busy planting rubber.

This leading Republican journal ridicules the "attack on the British rubber monopoly," for the reason that "the British are only doing what the United States and other nations would have done in similar circumstances; and they will continue the same policy. The only remedy for the situation is to plant our own rubber in the Philippines, a course involving the need to clear away the nonsense about Philippine independence. Capital will not go to the islands if they are liable to be turned over at any time to native incompetence.

The present lack of rubber can easily be cured by means of a sound Philippine policy."—*United Press.*

## KHYBER RAILWAY.

### HUMOURS OF ITS CONSTRUCTION.

The Khyber Railway is literally lined with silver. The tribesmen who helped to build it were paid in coin—they refused notes. Money is to them of little value, and they are believed to have followed the custom of the wild region in which they dwell and to have buried it.

For five years an unending stream of silver has poured into the frontier villages, and amid the ranges of precipitous hills which separate India from Afghanistan most of it has been concealed, perhaps never to be found, says an Indian exchange.

Silver has been found while excavating the tunnels. One workman turned up buried coins more than three hundred years old. He called his mate; between them they loaded three donkeys with the unearthed treasure, and they were seen no more. The contractor found the remnants of the treasure. The last of the coins was sold for fifty rupees.

Not for years, if ever, can the Khyber Railway be made to pay, and it yet remains to be seen what will be the result of the stopping of the silver stream. The railway could not have been built had not the friendliness of the tribesmen been bought with silver, and it may be that within the near future not only will the tribal outlaws blackmail the caravans, but may even try to hold up the trains.

Some of the Afridis thought they had a life job in the building of this railway, and now that it has been finished they think they have a right to travel on it without tickets. At one station fifteen of them sought to board the train. They had no tickets, but had they not helped to build the line? In vain the guard sought to prevent their entry. Then he sought the help of the stationmaster. "I have to live with these fellows day in and day out," said the stationmaster. The gang remained on the train.

Once at Nowshera, a hill man, pulled off the train by a ticket collector, stabbed the railway officer and killed a couple of men before he was overpowered. There are lively times for the railwaymen who work on the Khyber Railway. "I wouldn't be a guard here for a 100 per cent. bonus," said one railwayman when the line was opened.

And those who saw how all who ventured north for the opening of the lines armed themselves understood the reason.

### CAT'S FREEDOM.

#### PRIVILEGE OF THE FIRST BITE.

Whether a cat in killing pigeons renders its owner liable for damages was a question that engaged the attention of the learned judges in the King's Bench Division recently.

Mr. George Arthur Buckle, of Leeds, missed 13 homing pigeons and two bantam fowls—then he caught a cat with a pigeon in its mouth.

When the owner of the cat heard of this, Puss paid the penalty in a bucket of water, but Mr. Buckle sued the owner, Mr. W. Holmes, for £8 damages.

In dismissing the claim the local County Court judge explained that a cat was a prowling animal that could not resist the temptation to kill pigeons. It was therefore the duty of the owners to protect their birds from cats.

Mr. Sutcliffe now appealed on Mr. Buckle's behalf against this decision.

Delivering judgment, dismissing the appeal, Mr. Justice Shearman said that in law animals were divided into two classes—in the first class were domestic animals that were not responsible for any damage unless the owner was aware that they had acquired a vicious character. There were cases in 1625 and 1700 that established this principle.

It was said that the cat had a natural propensity to "go for" birds and that the cat was, therefore, "ferocious" as applying to birds, continued the judge, but the cat could not be put into another class for that reason. The cat was not responsible for trespass damage unless provoked to trespass by the owner or the owner knew of its particular vice beyond the ordinary vice of a cat.

Mr. Justice Sankoy said his sympathies were with the pigeon but he thought the action had been correctly dismissed, having regard to the judge's view that Mr. Holmes did not know that this was a peculiarly wicked cat.

## NEW DIVING SUIT.

### ADVANTAGES OF BRITISH INVENTION.

A deep diving suit, made of rustless steel, was one of the new features at the Shipping, Engineering and Machinery Exhibition at Olympia. The inventor, Mr. J. S. Peress, of Byfleet, says that his all-steel diving suit differs from the German diving apparatus which recently attracted so much attention in that it is jointed so that the diver is able to move hands, arms, or legs. The joints are hydraulically controlled, and are said to be unaffected by pressure of water, and, without an inner suit, are watertight.

This aquatic armour is made up of above 50 pieces and weighs 550lb. It has not yet been tried in the sea, but the inventor declares that it has been "found to work satisfactorily" at a depth of 650ft. Unlike the German model used in the attempt to locate the submarine M1, the suit at Olympia is not self-contained for breathing. An airpipe is fitted, but a breathing apparatus in the helmet for deep diving could be supplied.

The Peress suit has delicately constructed mechanical hands, and the diver, when submerged, could change these hands for powerful tools for dealing with wrecks.

Moscow, Jan. 3.—The Soviet professor, M. Hechel, has constructed a new electric lamp of one milliard candle power, without a reflector. The construction of this lamp is exceedingly simple. The tests of the lamp by the Experimental Electro-technical Laboratory have shown that, supplied with mirrors, the lamp could give a light of several milliards candle power.

## FASCISM AND LABOUR.

### STATE CONTROL OF TRADE UNIONS.

Rome, Dec. 9.—The most interesting, if the most hazardous, experiment of Fascism—the dovetailing of Syndicalism, of an original brand, into the Italian State—is practically an accomplished fact, since Parliament acclaims the new Legislation, and the Senate is unlikely to reject a favourite project of the Premier. The new Fascist Trade Union movement is to be juridically recognized; Labour contracts and the administration of all funds are placed under immediate Government control; and 16 special Courts of Appeal are to deal with Labour questions. The Bill also provides for the organization of all the professions and arts on the Trade Union principle.

A Fascist Deputy and writer on economics, Signor Lanzillo, pointed out with satisfaction that the Bill sets the Labour question

upon an entirely new basis, and has a distinctly revolutionary character. For the first time only one association for each trade, comprising employers and workers, and only one Federation or Confederation is to be recognized. A great object of the Bill, it is said, consists in the withdrawal of Trade Unions from party influence and placing them rigorously beneath the authority of the State.

It is an old wish of Signor Mussolini to see the creation of a great Syndicalist State. The Marxist doctrine of class warfare is now to be replaced by the warfare of efficiency (*lotta di capacità*). Trade disputes are to be settled without strikes by compulsory Labour Tribunals, and, in short, Labour and Capital will henceforth follow the ideal example of the lamb and the lion in Scripture.

Since the crisis 18 months ago brought about by the Matteotti crime, the Premier has made every effort to win the confidence of the working classes. In view of the conservative and industrial interests backing the Govern-

ment, the question arises as to whether this Trade Union movement indicates a radical change in Fascist labour policy, or whether it is a blind which causes no anxiety among capitalists.

Signor Bovio, a revolutionary Socialist, whose ideal is the Russian Soviet, testified in Parliament to the insincerity of the Premier's desire to promote the welfare of working classes. In his opinion the new Bill has not a political character, but is a great historic event, because, for the first time, Labour enters officially into the life of the Italian State. He laughed at those who expected a revolution to run on lines of legality, and maintained that it was as logical for Fascism to defend itself as for the Soviet, which had suppressed all ordinary laws, and forbidden opponents to exercise even a philosophic speculation.

Alluding to Signor Mussolini, he said that the leader of a revolution may appear incoherent to the vulgar eye, which is incapable of fathoming the ideal consciousness beneath the surface, only visible to the initiated.

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This is the reason:

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Remove it and your teeth take on a new beauty. Maybe you have really beautiful teeth without realizing it.

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So, besides loss of tooth

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Protect the Enamel!  
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## HEART-BEATS IN PLANTS.

### SIR JAGADISH BOSE'S DEMONSTRATION.

A Calcutta correspondent says that Sir Jagadish Bose, the eminent Indian scientist, has demonstrated his new discovery of the possession of a pulsating heart by plants and trees, in the course of a lecture at the Bose Institute.

By the use of a marvellously delicate probe in an electric circuit with a sensitive galvanometer, he showed that electric pulsations were generated corresponding to the mechanical pulsations of the heart of the plant. The movement of the heart of plants is less than one-millionth of an inch, and it is magnified 10,000,000 times by the device of a magnetic amplifier.

Sir Jagadish Bose, whose researches in plant physiology have placed him in the front rank of scientists, recently lectured at Darjeeling on another discovery of his—namely, the possession by plants of muscular tissue. His discovery of pulsation corresponding to heart-beats is not a recent one—in 1923 he lectured before the Royal Society of Medicine in London on cellular pulsations which caused the movement of sap.

## PIG TAX.

### RAISING MONEY FOR POLICE WAGES.

The Shanghai Times states:—A deadlock has been reached in the negotiations between the Chinese authorities and the pork dealers of Shanghai regarding proposals to put a tax on every pig slaughtered, the proceeds to go towards supporting the Chinese administration and paying off the arrears of the Chinese police wages.

Colonel Yen Chung-yang, Chief of Police, suggested that a tax of a dollar be imposed on every pig slaughtered, but the dealers cut it down to 20 cents and, finally, after conferences held at the Chinese General Chamber of Commerce on Friday, decided to offer no more than 10 cents.

According to the Chinese newspapers, over 300 pork dealers attended the conference at the Chamber, which was attended by Messrs. Yu Yuh-ching, Fang Chia-pai and Wang Ping-nyi, Chairmen of the Chinese General, Nantao and Chapei Chambers of Commerce respectively. Colonel Yen's proposals were announced and the pork dealers decided to offer no more than 6 cents per pig. Afterwards they increased it to 10 cents a pig, at which Colonel Yen's delegates at the meeting left to submit this offer to him.

Mr. Yu Yuh-ching, in a speech to the pork dealers, pointed out that since the recent war the Nanking authorities had been unable to raise enough money to pay the police. He stated that the three Chambers had advanced the Chinese authorities between \$500,000, but Colonel Yen still found himself unable to pay the police the arrears of salary. Mr. Yu urged the pork dealers to do their best in reaching a settlement on the pig tax proposals.

Several famous scientists have recently drawn up a list of needed inventions. These inventions, some of them simple, should be well received by the public. The list includes: Glass that will bend, unshrinkable flannel, a noiseless airplane, an easily cleaned pipe, greatly simplified clothing which is not strange in appearance, a new game of skill, an improved fog signal, a dandelion-extractor, and a fire-grate giving the "open fire" effect without wasting the major part of the fuel.

A skull and bones were dug up recently by a workman excavating at the rear of an Eastbourne church. The police took possession of the remains, which are believed to be those of a male adult. The ground where they were found has never been used for burial purposes; in fact, no part of the churchyard has been covered by a wooden hall used in connection with the church; and previous to its being taken over by the Roman Catholic community a cottage stood on the site, and the place where the remains were dug up was apparently in the cottage garden.

## SALVAGE AT SCAPA FLOW.

### TWO BATTLE CRUISERS TO BE RAISED.

Messrs. Cox and Danks have practically closed their operations at Scapa Flow for the season, as far as raising destroyers is concerned.

The last vessel salvaged and now ready to be towed south was found in a remarkably good state of preservation. Instead of having to patch her and examine every section in detail to see what destruction had been wrought in valves and pipes, all that was necessary after getting the vessel aground was to shut the sea-cocks and pump her out.

After being on the bottom for over six years, it was a matter of wonder to find that the levers in the engine-room were readily got to work, and one of the small engines got in motion after an hour's manipulation and oiling.

Salvage operations on the remaining half-dozen destroyers will not be resumed till next spring, but the scrapping of vessels at Lyness Pier will be continued during the intervening months.

It is understood that among the operations next spring are to be included the raising of the two German battle-cruisers Hindenburg and Seydlitz. For the salvaging of these large vessels the two immense floating docks now owned by the firm will be employed, one on each side.

The second dock was acquired last summer specially for the raising of these two big vessels. It has a lifting capacity of 40,000 tons, and was adapted at Queenborough for tackling the work in connection with these cruisers.

## "ENGLAND IS NOT RUINED."

### LORD BIRKENHEAD HOLDS OPTIMISTIC VIEW.

London, Dec. 14.—"Do not go out into the world, even with all the post war anxieties that have to be faced, in the belief that England is either decadent or ruined."

This advice was given by Lord Birkenhead to students of Pittman's School when he presented the prizes at the Royal Albert Hall. He said:

"We have had indeed grave troubles in the years that have followed the war, and we shall continue to have grave trouble in the years which lie in front of us. But when I read that a distinguished gentleman and a great friend of this country, one who was formerly Ambassador for the United States of America in London, has informed his fellow citizens that there is much to be said for the view that England is doomed, I will venture to tell him that he may leave us to deal with that risk and to measure its reality. I will tell him that we have gone through graver days in England in our historic past; that our fathers did not lose heart, and neither do their sons and daughters intend to lose heart."

"You young people who are going out into the world go out with confident eyes, realizing that the extent of our difficulties is to some extent determined by the fact that we had four years of war; that until the United States of America entered the war we financed nearly all our Allies; that we have an incorrigible habit of paying our debts which has unfortunately not proved generally contagious. Go forth with the full knowledge that we shall win through our difficulties."

## Use Electricity for heating—as it suits your purpose and your pocket

The extent to which Electric Heat can be used with economy varies in different districts.

Electric Heating and Cooking are developing rapidly and all the time becoming cheaper in consequence of the increasing demand.

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Such popularity must be deserved—and it is!

WE state it as our honest belief that the tobaccos used in Chesterfield are of finer quality (and hence of better taste) than in any other cigarette at the price.

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NOW ON SALE  
IN ALL LARGE  
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**YOUR BABY IS SURE  
OF A GOOD FOUNDATION  
IF BROUGHT UP ON  
LACTOGEN**

# WOMEN'S INTERESTS

**LACTOGEN  
CONTAINS ALL BODY-BUILD-  
ING ELEMENTS ESSENTIAL  
TO BABY'S GROWTH  
AND DEVELOPMENT**



Three of Gertrude Hoffmann's modern chorus girls—meaning that they eschew the butter-and-egg man—appear above. These products of a new era in chorus girl-

ing are Catherine, Eileen and Dorothy of the "Artists and Models" Broadway show. Miss Hoffmann's classic profile appears below.

## JEWELLED HEAD-DRESSES.

Jewellery designers have used ingenuity in creating head-dresses for evening wear. Some sort of imposing jewelled design is counted necessary for formal occasions, while the latest thing for a more informal dance is a slender fillet of gold or platinum, beautified with a single sparkling stone in the centre. Classic designs are favoured, and it is noticeable that all the head-dresses are pressed well down on the forehead.

## TAKE CARE OF YOUR NECK.

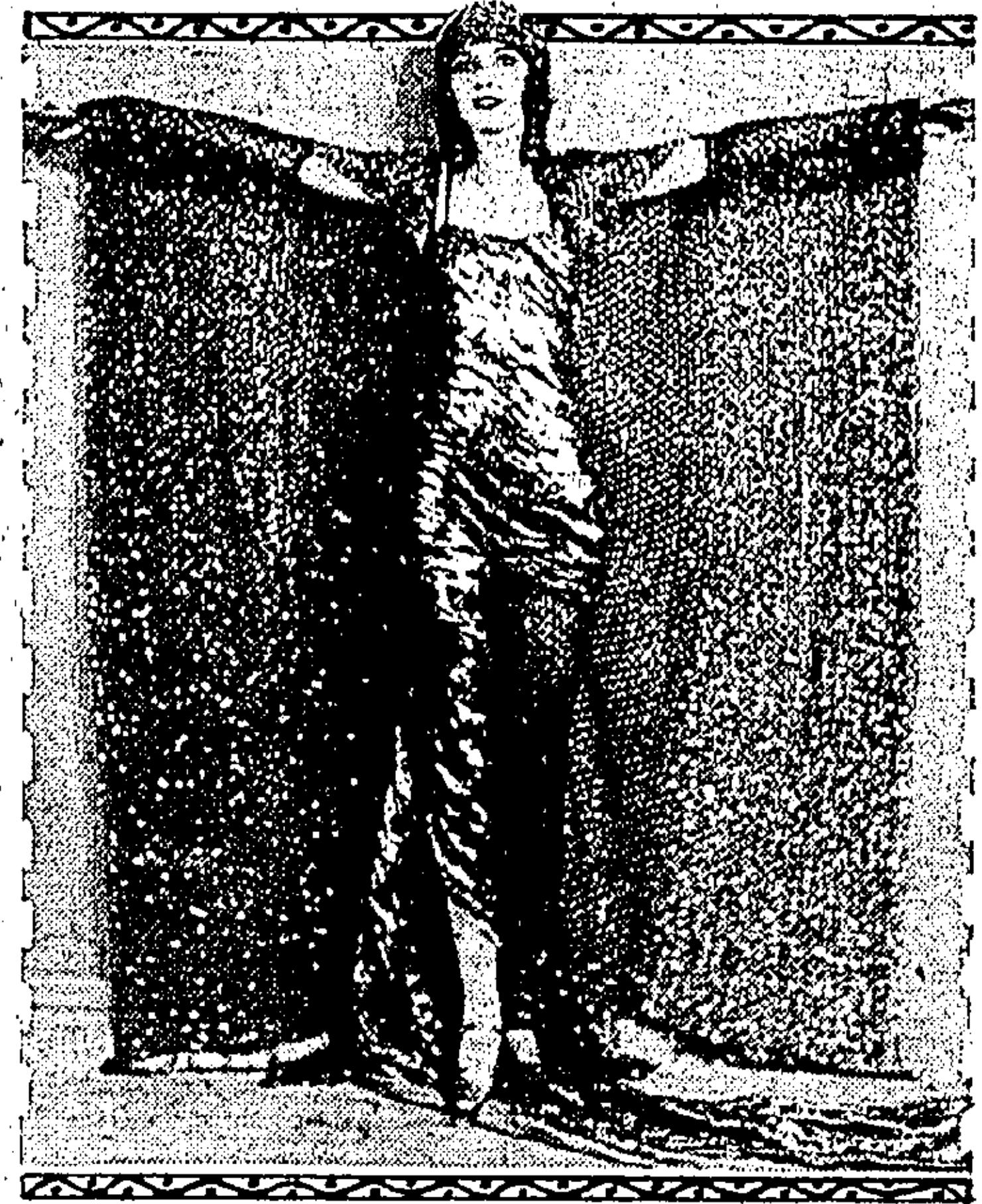
Don't, if you wish to preserve the youthful contour of your face, get into the habit of neglecting the care of your neck. Many a woman who devotes a certain amount of time every day to the care of her complexion hardly ever troubles about her neck until she realises, often quite suddenly, that though her face may look but thirty, her neck gives the impression that she is nearing fifty.

Each time you cream your face, carry the feeding cream down over the jaws and along the throat, patting it in rather more thickly around the sides of the neck from immediately under the ears to the base of the throat. For it is here that, as the years pass, the tell-tale hollows form. A very nourishing flesh-forming cream, with plenty of oils in its ingredients, should be used for the purpose, especially by all those who are inclined to be too thin.

Pinch and knead the skin as this stimulates the muscles and keeps the contour youthful. Once the face begins to sag the jaws grow heavy and years are added to one's apparent age.

But, should you be one of those who are too plump and you fear a double chin—also a very ageing possession—you must use an astringent lotion and bathe the skin beneath the chin with very cold water every night and morning. Also you should pay special attention to the back of the neck just above the shoulder blades. For here a rather solid lump of fatty tissue often forms and this makes the back look heavy and old, especially when evening dress is worn.

A little hard massage will often remove this fatty tissue, but the massage must be given with a patent roller, for it would be impossible to treat this part of the neck thoroughly with the hands.



This is Della Vanna, clad in the unusual golden-hued costume with which nightly she dazzles the eyes of audiences at one of New York's popular revues.

## ABOUT THE TANGO.

There can be no doubt, from the most cursory glance at our ball-rooms, that the tango has caught on. Not only are a larger number of amateurs dancing it (as opposed to the couples who always take the floor to "make a show," but everyone is clearly a little tango mad. Dance talk nowadays consists of the question: "Can you dance the tango?" The weather and the shingle are superciliously ignored.

But all the same, we must guard against the too definite assumption that the dance has come to stay. It has not yet been standardised, and while allowing for the personal variation in every ballroom measure, and the need for latitude in ballroom fashions, what this really means is that the dance has not "set." It may dissolve into thin air at any moment. The Charleston is in just that position at the present time.

## FOUR SIMPLIFIED FIGURES.

The four simplified figures of the tango—the walk, media vuolta, promenade, and link step—are so easy that at last people are beginning to realise that it can be done without an enormous amount of trouble, and that in its present form it is English enough, despite a French title, to suit our somewhat stiff and unyielding style.

Remember when you tango to keep the knees loose and the rhythm firm. The man's responsibility towards his partner increases in a tango, because there is greater subtlety in the steps and more skill required in guiding. On the other hand, the time is much slower, and the pauses give him a chance to know exactly what he is going to do next. The feet of both dancers should closely hold the floor, and the gliding movements should be made without any appearance of heaviness.

## MORE FAVOURABLE SITUATION.

At present it is impossible even for the experts to say whether the tango will take a permanent place on our ballroom programmes, or whether it will be gently wuffed back to its more or less native soil in Paris and South America. The situation is more favourable now than last year, because we have discovered that the dance isn't really so difficult after all. Its fate is now in the hands of the composers and dance bands. If they come up to scratch—a big "if"—the chances of survival are very promising.

## SLIPPERS FOR THE REST HOUR.

For bedroom wear and rest hours there are all manner of novelties in the way of slippers. The most sought after fad at the moment is a sole of highly painted wood, which can be adorned with cubist squares or delicate hand-painted sprays of flowers, as you please. This is held to the foot with two bands of crocheted, much after the style of footwear in ancient pictures, one band stretching across the toes, the other around the ankle and instep. A more fairylike variation of the same model is a sole of quilted satin, with bands covered with feathers or tiny flowers.

Eccentric slippers are made of coloured leathers. These are fashioned after the mule shape, but with exaggerated toes curling over, reminiscent of the Arabian Nights. Another example of the new craze is a sole made with the slightest suggestion of back and small toe caps. From these there are bands of jewelled tissue holding the slipper safe and sound.

## A GORGEOUS GOWN.



The above is a genuine coloured velvet "house" gown with gold lace.

## IN STRANGE CLOTHES.



This studio photograph of Mlle. Suzanne Lenglen is one of the few ever taken of the famous French star without her racquet and familiar tennis costume.

## THIS WEEK'S RECIPES.

### FOR AFTERNOON TEA.

Dainty cakes suitable for afternoon tea can be made as follows: Mix together two ounces each of flour and cornflour and half a teaspoonful of baking powder. Rub in two ounces of butter or margarine, and add an ounce of caster sugar. Mix to stiff paste with a little milk and flavour with vanilla. Bake on a greased tin in rough heaps for about ten minutes. When cold put two together with a little chocolate butter icing.

Those who like coconut will enjoy this filling for pastry "fingers": Melt two ounces of margarine in a small saucepan, add three ounces of caster sugar, cook for a minute or two, then add two ounces of desiccated coconut and an ounce of finely chopped peel. Cool slightly, then add the juice of half a small lemon. If the mixture is inclined to dry, pour in a little milk.

### DECORATIVE HEADS.

We have grown a little tired of the haughty lady whose raised eyebrows and Victorian curls decorate the top of the hooped tea cosy, therefore it is a welcome discovery that a little more variety is being introduced into these decorative heads. They are made "in character," with wired head-dresses, so that it is not a difficult matter to complete the design and so make a really original tea cosy.

## FROCKS FOR AFTERNOON AND EVENING.



This afternoon gown is picturesque, highly decorative, and out of the ordinary, yet is in the most perfect taste and suggests nothing bizarre or too extreme. The evening gown photographed is the type with which you can't go wrong. With an extreme décolletage, cut low under the arm, the skirt may be narrow and flare, and the silhouette becomes a matter of choice, so long as bodice follows the molded type.





## PLAY AND PLAYERS.

## CARTLIDGE AND EWING FOR WELTERWEIGHT CHAMPIONSHIP.

[BY "WANDERER"]

The departure for another station of the plane-carrier Hermes, during the early days of February, means a loss to the boxing fraternity locally of two or three men who have given us some really fine programmes this season. The Boxing Association, evidently imbued with the idea of making hay whilst the sun shines have advanced their fifth tournament from February 6th to January 30th, which in case one doesn't know, is Saturday next.

The programme ranks with the best we have had here for some time, and it is confined to five bouts. A. B. Ewin is to defend his welterweight championship against C. P. O. Jim Cartledge in a fifteen rounds contest. Ewin needs to take off a good deal of weight to make the welter limit since just over a week ago he was fighting at 156 lbs.

There are two ten-round contests both of outstanding interest. Morris will be seen in action against P. O. Mitchell, of the Concord, a man whose challenges to Morris and Cartledge brought him into the public eye a week or so back. The other ten rounder re-introduces those dear old pals, A. B. Baker, Hermes and L. Tel. Emmerson. A fine scrap is certain.

Harry Major has an eight round "do" with Kid Alfred, the Filipino boy, who has expressed anxiety to get inside a Hongkong Ring. Sign. Rogers will make another attempt to disturb the equilibrium of Drummer Bowles.

The programme (subject to the necessary permission of the respective commanding officers) will be:

Fifteen rounds, welterweight championship of the Colony:—A. B. Ewin v. C. P. O. Jim Cartledge. Ten rounds, welterweight contest:—Stoker Morris v. P. O. Mitchell.

Ten rounds, welterweight contest:—A. B. Baker v. L. Tel. Emmerson. Eight rounds, featherweight contest:—Harry Major v. Kid Alfred.

Six rounds, featherweight contest:—Drummer Bowles v. Sign. Rogers.

## A REPLY TO JOHN KANSON.

John Kanson, a correspondent, has chosen to take me to task for an expression of surprise "that the fine of \$5 etc. as a result of the admitted failure of South China to turn out at the appointed venue has been annulled in common with the suspension."

John Kanson is easy to answer, since he makes the fatal mistake, if he hoped for a successful argument, not only of dealing in inaccuracies, but of losing himself in the phra-seology of the learned gentleman who was responsible for the legal treatise on the laws of the Hongkong Football League.

John Kanson has rounded off his sentences neatly in language selected, very obviously, as the result of his having had the advantage of perusing the treatise aforementioned; but the introduction of language of his own in the early part of his letter, rather spoils the effect.

He first asks for conclusive proof that the Hon. Secretary has power under rule 8 to fix the ground on which any particular match is to be played, and later says that "in the absence of any express provision in the League Rules as to on which ground a particular match is to be played, we must look to general understanding (and Shield Competition) for guidance."

The Shield Competition has no the slightest claim to reference when dealing with League rules. When one comes to look for general understanding, South China's position is pretty hopeless. Do their "A" "B" or "C" teams object to be pushed from pillar to post, home or away game according to fixture, at the will of the Hon. Secretary? I don't remember any particular instance of this. The League

## HOCKEY NOTES.

[BY "OBSERVER"]

Now that the "Sim" Shield hockey competition has been decided for this season, with the Navy the holders, the only other competition which remains to be decided is the United Services League. So far only one game in this competition has been played, that being between the Submarines, and the Royal Artillery, when the former demonstrated their superiority decisively, and won by a large margin. The only other game in the first round is between the East Surreys and the Cruisers, but owing to the Surreys' annual camping period, this fixture was postponed, until their return, as it was found the engagement could not be fulfilled until after the camp. When these teams meet, a good game should ensue, and as the Surreys are the only team left who can stop the honour of the leadership going to the Navy, they are expected to put up a stiff fight. Judging by the good form shown by the sailors during the last few weeks, the Surreys will have to put forward their best efforts if they are to succeed. When this game has been decided the winner will meet the Submarines, and the best of these two will then try conclusions with H.M.S. Hawkins, who secured a bye in the first round.

## "SIM" SHIELD WINNERS.

In contrast to last season, the shield competition did not provide such a close finish as was expected, and on the whole it can be said the Navy always looked like a winning team. Contrary to expectations, the Club, who were thought to be their most formidable rivals, failed to make any real resistance, and it was left to the soldiers to challenge their bid most seriously. The fact that they have secured the shield, with one game still to be played, a game that will not affect the positions of the teams, says much for the ability of the Navy, and they are to be congratulated on the decisive manner in which they have succeeded. Their consistent and sportsmanlike play throughout the competition and other games, has earned for them a pre-eminent place in local hockey circles, a place which is thoroughly deserved.

The positions of the teams, and details are as follows:—

|                      |  |
|----------------------|--|
| P. W. L. D. F. A. P. |  |
| Navy 4 3 0 1 10 7 7  |  |
| Army 3 1 1 1 6 6 3   |  |
| Club 3 0 3 0 2 5 0   |  |

It will be seen from the above that the remaining match between the Club and the Army, which has been fixed for March 3rd, will not affect the present positions of the teams, and will only provide the Club with a last opportunity of being able to show points in the competition this season.

Secretary naturally endeavours to make the grounds at his disposal coincide as far as possible with the wishes of the clubs; but when every side is not favoured by the possession of a home ground there is no necessity for him to do so.

The general understanding is that clubs play on grounds as directed by the league secretary. John Kanson's particular inaccuracy was that of stating that the appointed venue was the Soekoonpoo ground. A reference to the league fixtures will enlighten him to the extent that in black and white he will find the venue appointed originally was the S.C.A.A. ground which I always thought was inside the Valley.

South China probably did have a grievance, but their method of pointing out the fact was at fault. If football in this Colony is to be credited with good governance, clubs must do as directed by the league secretary and, if they so think fit, protest to the proper authority afterwards.

As a parting thought, in which perhaps John Kanson will agree with me, I would suggest that great and complete victories should not be the sole aim of participants in the world of sport. Esteem can give a far fuller sense of satisfaction.

## THE LOSERS.

After paying tribute to the sailors, it is only fitting that a few words should be said about their opponents. They are to be congratulated on the enthusiastic manner in which they have fought games out to the finish, inspired with the true sporting instinct to win, or, on the other hand, lose with good grace and the best feelings. A happy sporting spirit has predominated through all the games, and on no occasion has there been any signs of that feeling being submerged by the more vigorous "cup-tie" spirit. The competition had the effect of urging each individual player to put his best into the matches, with the result that the games have been an improvement on the ordinary friendly engagements. The Club members can console themselves with the knowledge that weak shooting by the forwards was the main cause of their downfall, and it is exceedingly unfortunate that the team, which showed wonderfully good form at the beginning of the season, and sustained that form throughout, should fall because of this weakness.

The Club second eleven sustained a heavy defeat on the Marina ground, Kowloon, when they met H.M.S. Hawkins, by seven goals to three, but the tables were turned when the first eleven met on the U.S.R.C. ground on the following evening, when the Club registered a victory by six goals to three. In the latter match the sailors put up a surprisingly strong fight, and at one time it looked doubtful whether the game would end in a draw or not. Throughout the first half the sailors equalised every time the Club got ahead, and at half-time the scores were level, with three goals each. It was only in the second half, that the Club were able to put on another three goals without their opponents finding the net, and this was chiefly due to an improvement in the Club defence, Dand and Becher, the latter particularly showing better form in the second half.

## SCHEME TO END B.B.C.

## BROADCASTING SHOULD NOT BE MONOPOLY.

Proposals for the abolition of the British Broadcasting Company, and setting up in its place a Commission appointed by the Government, were made by Sir Arthur Stanley recently to the Committee which is inquiring into the future of broadcasting.

Sir Arthur was giving evidence as chairman of the Wireless League. The Government, he said, must maintain control of broadcasting through some central authority empowered to provide the service now provided by the B.B.C. and to issue wireless licenses.

This should be a specially constituted British Broadcasting Commission instead of a company. The postmaster-general would have a representative on it, but would not be in control as at present, except for the purpose of allocating wave bands. The Commission should be somewhat on the lines of the National Gallery Trustees or the Charity Commission, appointed by the Government.

In suggesting a commission instead of a company no reflection was made on the B.B.C., whose pioneer work had been admirable. But they thought it undesirable to continue a monopoly enterprise. Monopolies in private hand were always an object of suspicion.

It was essential for the efficiency of broadcasting that there should be some independent body such as the League representing listeners, to focus their opinions, wishes and complaints; and to supply useful criticism and suggestions for the improvement of the service.

If a man disliked his newspaper he gave up buying it. If he disliked a play or a concert or a cinema picture, he did not patronise the entertainment. But the listener's only method of expressing disapproval was to oscillate deliberately, to the annoyance of his immediate neighbours.

Two new dances, expected to rival the Charleston in popularity, have been demonstrated at New York by members of the American Society of Teachers of Dancing. The Cuban danzon and the Miami canter won general approval.

## BANKS.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

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Authorized Capital - - - \$50,000,000  
Issued and Fully Paid-up - - \$20,000,000  
Reserve Fund - - - \$4,500,000  
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Silver - - - \$20,000,000  
Reserve Liability of Proprietors - \$20,000,000

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For the Hongkong and Shanghai Banking Corporation.  
A. H. BARLOW, Chief Manager.  
Hongkong, 7th. January 1925.

## THE BANK OF CANTON LTD.

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Established 1912.

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BRANCHES:—Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.  
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(£ 1,711,405)

(£ 1,639,330)

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Eastern HEAD OFFICE—BATAVIA.

BRANCHES:

Bandjermasin, Kota-Radjas, Rotterdam, Batavia, Macassar, Samarang, Bandoeng, Medan, Semarang, Calcutta, Padang, Singapore, Cheribon, Palembang, Soerabaya, Djember, Pecalongan, Soerakarta, Soerabaja, Penang, Tegal, Pontianak, Tjilatjap, and The Hague, Rangoon, Weltevreden.

London Bankers:—National Provincial Bank Ltd.

Correspondents all over the world.

BANKING BUSINESS OF EVERY DESCRIPTION.

M. J. HERBSCHLE, Agent.

## THE P. &amp; O. BANKING CORPORATION, LTD.

(Incorporated in England 1920)

With which is affiliated

THE ALLAHABAD BANK, LTD. INDIA.

Authorized Capital - - - £5,000,000

Subscribed and Paid-up - - - £2,694,160

Reserve Fund - - - £ 160,000

HEAD OFFICE:

182, Leadenhall London E.C.

WEST LONDON BRANCH:

14-16, Cockspur Street, London S.W.1.

EASTERN BRANCHES:

Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong, Canton and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and is addition to its Branches has Agencies in all the principal cities of the world.

L. E. HOPKINS, Manager.

22, Des Voeux Road Central, Hongkong.

## ORIENTAL COMMERCIAL BANK, LTD.

HEAD OFFICE:

80 Des Voeux Road Central, Hongkong.

BRANCHES—BANGKOK—SHANGHAI.

Correspondents:—London: Westminster Bank Ltd. New York: National City Bank; San Francisco: Union Trust Co. of San Francisco; Canton Bank.

Authorized Capital - - - \$5,000,000

Paid Up Capital - - - \$1,500,000

Modern banking in all its branches

Current accounts savings accounts and fixed deposits solicited. Loans granted on approved security.

Overseas banking a specialty.

INTEREST:—Current accounts 2 per cent savings 4 per cent. Fixed Deposits: 3 months 4 per cent, 6 months 4 1/2 per cent, one year 5 per cent.

Safe Deposits, Boxes for Rent. Our Vaults safeguarded by time clocks and double combinations.

Armour plate steel doors.

J. Y. LUM, Manager.

## THE HO HONG BANK, LTD.

(Established 1917.)

CAPITAL:

Authorized Capital - - - \$20,000,000

Issued - - - 8,000,000

Paid-up - - - 4,000,000

Reserve Liabilities of Shareholders - - - 4,000,000

Surplus - - - 825,000

HEAD OFFICE—SINGAPO







# P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)  
Taking Cargo on through Bills of Lading for 3 rails, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

SEMI-REGULAR & ORIENTAL PORTWRIGHTLY DIRECT ROYAL MAIL STEAMERS.  
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

| S.S.      | Tons   | From Hongkong (about) | Destination                |
|-----------|--------|-----------------------|----------------------------|
| ALFORD    | 5,273  | 1st Feb. noon         | Singapore & Bombay         |
| DELTA     | 8,097  | 4th Feb.              | S'pore, Pang, C'bo & B'bay |
| MALWA     | 10,941 | 6th Feb.              | Marseilles & London        |
| KARMA     | 9,128  | 20th Feb.             | M'les, L'don & Antwerp     |
| MANTUA    | 10,902 | 6th March             | Marseilles & London        |
| KASHAIR   | 8,985  | 13th March            | M'les, L'don & Antwerp     |
| KHIVA     | 9,135  | 20th March            | M'les, L'don & Antwerp     |
| MORRA     | 10,918 | 3rd April             | Marseilles & London        |
| DEVANHA   | 8,155  | 17th April            | M'les, L'don & Antwerp     |
| KALYAN    | 9,144  | 24th April            | M'les, L'don & Antwerp     |
| MACEDONIA | 11,089 | 1st May               | Marseilles & London        |
| KASHGAR   | 9,105  | 8th May               | Marseilles & London        |

Frequent connections from Port Said to London & Continent via Suez, and from London to Hongkong via Suez.

## BRITISH INDIA-APCAR SAILINGS

|        |        |          |                           |
|--------|--------|----------|---------------------------|
| SANTHA | 8,500  | 4th Feb. | S'pore, Penang & Calcutta |
| TILAWA | 10,006 | 9th Feb. | S'pore, Penang & Calcutta |
| TALAMA | 8,018  | 2nd Feb. | S'pore, Penang & Calcutta |

## EASTERN & AUSTRALIAN SAILINGS (South)

|            |       |           |                            |
|------------|-------|-----------|----------------------------|
| ST. ALBANS | 4,500 | 3rd Feb.  | Manila, Sandakan, Thurs.   |
| TANDA      | 6,958 | 3rd March | Island, Townsville, B'bane |
| ARATARA    | 6,030 | 7th April | S'pore and Melbourne       |

The E. & A. S. Co., Ltd. steamers will also call at Shanghai, Hilo, Cebu, Kolambukan, Taiwan, Timor, Darwin, or other ports en route as indicated on offers.

Frequent connections from Australia via the following:  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

|         |        |                 |                           |
|---------|--------|-----------------|---------------------------|
| KARMA   | 9,128  | 24 Jan. d'light | S'hai, Moji & Kobe.       |
| TILAWA  | 10,000 | 25 Jan. d'light | Amoy, S'hai, Kobe & Osaka |
| TALAMA  | 8,018  | 2nd Feb.        | Shanghai & Kobe           |
| MANTUA  | 10,902 | 6th Feb.        | S'hai, Moji & Kobe        |
| KASHAIR | 8,985  | 6th Feb.        | S'hai & Kobe              |

All dates are approximate and subject to alteration without notice.

## WIFFERS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to  
MACKINNON, MACKENZIE & Co.,  
P. & O. Bldg., Connaught Rd., C.

# GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

| Vessel.   | Due Hongkong. | Vessel.        | Leaves Hongkong.  |
|-----------|---------------|----------------|-------------------|
| GLENIFFER | 23rd Jan.     | CARNARVONSHIRE | 10 a.m. 24th Jan. |
| GLENOGLE  | 10th Feb.     | GLENISHEL      | 10 a.m. 24th Jan. |
| GLENAMDY  | 23rd Feb.     | PEMBROKESHIRE  | 17th Feb.         |
| GLENGARRY | 4th Mar.      | GLENIFFER      | 9th Mar.          |
| GLENSHANE | 21st Mar.     | GLENISHEL      | 17th Mar.         |

Movements are subject to change without notice.  
For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.  
THE GLEN LINE, LTD.

AGENTS  
Telephone: Central No. 215, sub-ex. 23 and 3696.

## AUSTRALIAN-ORIENTAL LINE, Ltd.

### S.S. "CHANGTE"

This Vessel will sail hence on  
2nd February, Noon.

FOR  
MANILA, ZAMBOANGA, PORT BANGA, THURSDAY ISLAND  
AND AUSTRALIAN PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND  
AND TASMANIAN PORTS.

THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE  
FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.

(Sailing Subject to Alteration.)

For Freight & Passage, apply to—BUTTERFIELD & SWIRE,  
Tel. C. 36. Agents.

## BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

|                        |                |           |
|------------------------|----------------|-----------|
| S.S. "YANGTSE"         | via Suez Canal | 19th Jan. |
| S.S. "CITY OF BEDFORD" | via Suez Canal | 25th Jan. |
| S.S. "OANFA"           | via Suez Canal | 7th Feb.  |
| S.S. "CITY OF RANGOON" | via Suez Canal | 16th Feb. |

\* Calls at New York first.

Steamers proceed via Suez Canal, or Panama Canal at  
Owners' option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.  
HONGKONG & CANTON. JARDINE MATHESON & Co. Ltd., CANTON

# HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAM-  
BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

## CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays excepted).  
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted).

## MACAO LINE.

FROM HONGKONG: 8 A.M. and 4 P.M. daily.  
(Sundays: 9 A.M. only).  
FROM MACAO: 8 A.M. add 2 P.M. daily.  
(Sundays: 4 P.M. only).

## SPECIAL SAILINGS.

On Thursday, Friday, Saturday & Sunday, the 21st, 22nd,  
23rd and 24th January respectively, sailings of s.s.  
"TAISHAN" will be 8 a.m. from Hongkong and 3 p.m.  
from Macao.



## SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points  
in U.S.A. and Canada.

Through passage rates to Europe via America 6, 341.5, 6, 342.0, G. 344.0

YOKOHAMA MARU ... Thursday, 28th Jan at 11 a.m.

KAGA MARU ... Saturday, 20th Feb.

MARSHILLES, LONDON & ANTWERP via Singapore & Ports.

ATSUTA MARU ... Saturday, 30th Jan at 11 a.m.

KASHIMA MARU ... Saturday, 13th Feb.

HAKONE MARU ... Saturday, 27th Feb.

HAMBURG via LONDON & ROTTERDAM & Ports.

LIVERPOOL via ADEN & MARSEILLES GLASGOW

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 24th Feb at 11 a.m.

TANGO MARU ... Wednesday, 24th Mar.

NEW YORK and/or BOSTON ... ANAMA.

CALCUTTA MARU ... Tuesday, 2nd Feb.

TARETOYO MARU ... Saturday, 20th Feb.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAMAKURA MARU ... End of Feb.

BOMBEY via Singapore & Colombo.

MURORAN MARU ... Saturday, 23rd Jan.

HAKATA MARU ... Saturday, 30th Jan.

CALCUTTA via Singapore, Penang & Rangoon.

KANGAWA MARU ... Saturday, 30th Jan.

NAGASAKI, KOBE & YOKOHAMA.

TAKO MARU ... Wednesday, 17th Jan.

SHANGHAI, KOBE & YOKOHAMA.

SUWA MARU ... Thursday, 28th Jan.

SADO MARU ... Thursday, 28th Jan.

NAGANO MARU ... Saturday, 30th Jan.

TOBA MARU ... Tuesday, 2nd Feb.

FUSHIMI MARU ... Monday, 8th Feb.

For further information apply to: NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. S. KINOSHITA, Manager.

# DODWELL & CO., LTD.

## NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "CORBY CASTLE" ... Sails 25th Jan.

## LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT  
SERVICE FOR BRINDISI, VENICE  
AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILL OF LADING  
TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND  
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI,  
VENICE OR TRIESTE.

£66.

## NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "VENEZIA" ... Sails about 10th Feb.

S.S. "ROSANDRO" ... Sails about 11th Mar.

S.S. "FIUME-L" ... Sails about 11th Apr.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

M.V. "ESQUILINO" ... Sails about 2nd Feb.

S.S. "VENEZIA" ... Sails about 15th Mar.

S.S. "ROSANDRO" ... Sails about 12th Apr.

S.S. "FIUME-L" ... Sails about 13th May.

## NATAL LINE OF STEAMERS.

S.S. "UMVOLOSI" ... Sails from Calcutta 31st Jan.

S.S. "UMSINGO" ... Sails from Colombo 12th Feb.

S.S. "UMSINGO" ... Sails from Calcutta 31st Mar.

S.S. "UMSINGO" ... Sails from Colombo 12th Apr.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

## COMPANIA TRANSATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,

BARCELONA & OTHER SPANISH PORTS.

C. LOPEZ Y LOPEZ ... 3rd Feb.

YOKOHAMA, KOBE, MOJI & SHANGHAI.

C. LOPEZ Y LOPEZ ... 17th Jan.

The steamers of this Company are all classed 100 A1 at Lloyd's

and are fitted with every modern convenience for comfort and safety

of passengers. Stewardess and Doctor carried.

For particulars of freight or passage apply—

BOTELHO BROS.

Tel. 1331. Alexandra Buildings, Hongkong.  
O. D. FARRETT, Ltd. 22, Central Avenue, Canton.

# CANADIAN PACIFIC

## 65 Day Delightful Cruise de Luxe

The

## "Empress of Scotland"

Length 697 feet, 25,000 tons gross. Oil-burning.

From HONGKONG, FEBRUARY 14th, 1926.

via Shanghai, Kobe, Yokohama, Honolulu,

Hilo, San Francisco, Los Angeles, Balboa,

through the Panama Canal to Cristobal,

Havana.

Arriving NEW YORK, APRIL 10th, 1926.

THREE Days in NEW YORK as CANADIAN

PACIFIC GUESTS.

Arriving SOUTHAMPTON, APRIL 19th, 1926.

Shore Excursions and Sightseeing Tours at

ALL PORTS.

## CANADIAN PACIFIC

Tel. C. 752. Cables, GACANPAC.

## THE BANK LINE, LTD.

Agents for the following Services.

## NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF BEDFORD" via Suez Canal 26th January.

S.S. "CITY OF RANGOON" via Suez Canal 6th February.

## BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

Sailing From Hongkong.

S.S. "COMERIC" via Suez Canal 27th February.

AMERICAN & ORIENTAL LINE

## UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF LAHORE" 22nd February.

For Marseilles, Havre, London & Rotterdam.

Fares to London "A" 1st Class £88. 2nd Class £60.

"B" 1st Class £80. 2nd Class £55.

## MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "SURAT" 23rd November.

Loading for Mauritius, Delagoa Bay, Durban, East London,

Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo,

Port Amelia, Mozambique, Obinde, Inhambane, Zanzibar,

Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis

Bay, & Madagascar.

## AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City

of Palermo" or "Malatia" to Java, Freemantle, Adelaide,

Melbourne and Sydney, and Vice Versa. Through Freight

and Passenger bookings from Hongkong in conjunction

with "Ellerman" Line or other services.

For freight or passage on any of the above lines. apply to—

THE BANK LINE LTD.

Telephone C. 4791.

## M MESSAGERIES MARITIMES M

SERVICES CONTRACTUELS

Mail Steamers Next Sailings from Marseilles Pre-arr. at Hkg. Pre-arr. Sailing from H'kong for M'les.

AMAZONE 19th Jan.

FONTAINEBLEAU 2nd Feb.

D'ARTAGNAN 16th Feb.

ANGKOR 2nd Mar.

PARTHOS 16th Mar.

ANDRE LEBON 30th Mar.

PAUL LEOAT 13th Apr.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctors' attendance)

A Class 1st Class £95.0.0 B. Class 1st Class £83.0.0

Steamers 2nd Class £68.0.0 Steamers 2nd Class £60.0.0

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNES COMMERCIALES (CARGO-BOATS)

S.S



## HOTELS.

**THE HONGKONG**  
HONGKONG HOTEL, REPULSE BAY HOTEL, PEAK HOTEL  
Telegraphic Address: "KREMLIN, HONGKONG."  
AND

**SHANGHAI**  
ASTOR HOUSE HOTEL; PALACE HOTEL;  
KALEE HOTEL; MAJESTIC HOTEL.  
Telegraphic Address: "CENTRAL, SHANGHAI"  
**HOTELS,**  
LIMITED.

In association with the Grand Hotel  
Des Wagons Lits, Peking.

**KOWLOON HOTEL**  
THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room and Saloon Bar.

Electric Lift and Telephone to each Floor.  
Tele. Nos. K.608 & K.609. Cable address: KOWLOTEL, Hongkong.  
Under the personal supervision and management of  
**FRANK L. COOKE**  
Proprietor.

**KING EDWARD HOTEL.**

CENTRAL LOCATION  
ELECTRIC LIGHTS AND LIGHTING.  
TELEPHONE ON EACH FLOOR.  
HOTEL LAUNCH MEETS ALL STEAMERS  
Central 373. Telegraphic Address "Victoria"

**THE EUROPE HOTEL.**  
SINGAPORE.

Terms: A la carte or Inclusive.

Telephone in every room.  
After-dinner dancing every Tuesday,  
Thursday and Saturday.

**GRILL ROOM**

Telegrams "Europe Singapore" **ARTHUR E. ODELL,**  
Telephone 2740. Managing Director.

**POST OFFICE NOTICE.**

**NOTICE.**

WIRELESS TELEGRAPH SERVICES, which offer speedy and efficient means of communication, are established between HONGKONG and SHIPS at SEA, FRENCH INDO-CHINA, the PROVINCE of YUNNAN and MACAO.

Full particulars may be obtained on application to the RADIO COUNTESS in the MAIN HALL of the G.P.O., and at the RADIO TELEGRAPH OFFICE, 3rd Floor, GOVERNMENT BUILDING.

The RADIO TELEGRAPH OFFICE is always open for the reception and transmission of Radio Telegrams and for reporting vessels passing WAGLAN and GAP ROCK LIGHTHOUSES.

For advice of vessels passing the WAGLAN and GAP ROCK LIGHTHOUSES, the owners, or agents, to the Officer-in-Charge, as early as possible.

**RADIO TELEGRAPH CODE ADDRESSES FOR THE YEAR 1926** should be registered at the Radio Telegraph Office, 3rd Floor, Government Building without delay. Forms may be obtained on application. Durable articles in the Customs. Such articles should be forwarded by parcel post only.

Radio Traffic with Canton is suspended until further notice. Interport Radio Telegrams are subject to delay. Messages in Code must be name of Code used included in text.

**INWARD MAILS.**

| From                                 | Per           | Date       |
|--------------------------------------|---------------|------------|
| Straits                              | Automated     | January 23 |
| Europe via Suez (Letters & Papers)   |               | January 24 |
| London 24th Dec. 1925 and Papers     |               | January 24 |
| Shanghai 17th Dec. 1925              |               | January 24 |
| Straits                              | Karman        | January 24 |
| Shanghai                             | Tilawa        | January 24 |
| Straits                              | Luchow        | January 24 |
| Shanghai                             | Kanchow       | January 25 |
| Straits                              | Sawa Maru     | January 25 |
| Australia and Manila                 | Changte       | January 25 |
| Straits                              | Tilawa        | January 25 |
| Japan                                | Atsuta Maru   | January 29 |
| U.S.A., Canada, Japan and Shanghai   | Pres. Jackson | January 31 |
| U.S.A., Honolulu, Japan and Shanghai | Pres. Adams   | February 1 |
| U.S.A., Honolulu, Japan and Shanghai | Siberia Maru  | February 1 |
| Australia and Manila                 | Tanda         | February 1 |

**OUTWARD MAILS.**

| For                                                               | Per          | Date                               |
|-------------------------------------------------------------------|--------------|------------------------------------|
| Bangkok                                                           | Kwangtung    | Sat., Jan. 23, 2.30 p.m.           |
| Shanghai, Japan, Honolulu, San Francisco and Europe via Siberia   |              | Sat., Jan. 24                      |
| (Letters and postcards specially superscribed "via Siberia" only) |              | Sat., Jan. 24                      |
|                                                                   | Registration | 4.15 p.m.                          |
|                                                                   | Letters      | 5 p.m.                             |
|                                                                   |              | (Due San Francisco, 19th February) |

\*Correspondence bearing vessel's name only.

Several lives are reported lost and many accidents occurred in Bavarian, Italian and Swiss mountains during the holidays when snow melted and numerous avalanches dashed into the valleys.

The only musical play of a new musical comedy has been lost, somewhere in London. It was that of a play by P. G. Wodehouse and Guy Bolton, and contained many adaptations for its presentation as a musical show.

Printed and Published for the Proprietor by FREDERICK PERCY FRANKLIN, at 11, Ice House Street, in the City of Victoria, Hongkong.

**POLICE BALL.**

**LAST NIGHT'S ENJOYABLE FUNCTION.**

Members of the Police Force had a relaxation from duty last night, when, at the City Hall, their annual ball took place. The function was honoured by the presence of His Excellency the Governor and Lady Clementi, and there was also a large gathering of other invited guests. Under the Secretaryship of Mr. A. V. Baker, the Dance Committee had put in much labour to ensure the success of the evening, and their efforts were well rewarded by the splendid manner in which everything went off.

Some extremely pretty effects were produced by the judicious use of flags, bunting, pot plants and coloured electric lights both in the entrance hall and elsewhere. At the top of the stairway the crest of the Force was most effectively illuminated, whilst the decorations of St. Andrew's and St. George's Halls, where the dancing took place, were excellent. The Charge Room proved a popular meeting place, whilst "The Devil's Den" offered ample opportunity for those who preferred cards to dancing.

Music for the dances was supplied by the Hongkong Hotel orchestra and the programme was much enjoyed.

His Excellency the Governor Sir Cecil Clementi, accompanied by Lady Clementi, arrived shortly after the start and remained for some time. Other guests were Captain C. H. Steele, M. C. (A. D. C.), Vice Admiral Alexander Sinclair, Major General and Mrs. Luard, Sir Henry Gollan, Commodore and Mrs. Stirling, Mr. P. P. J. Wodehouse, Acting Captain Superintendent of Police and Mrs. Wodehouse, Captain and Mrs. Bloxham, Mr. and Mrs. Franks, Mr. Justice Wood, Mr. R. E. Lindell, Major Willson, Lieut. Commander G. F. Hole, R. N., Mr. and Mrs. Booth, Mr. and Mrs. King, Mr. and Mrs. Gerrard, Commanding Officers of H. M. S. Ships and establishments, Officers Commanding regiments and batteries, Doctors and Nursing Sisters of Hospitals and a large number of police and civilians, the guests totalling 340.

Supper was served to a first sitting, at 10.30 p.m., but dancing continued throughout this interval and afterwards, until an early hour in the morning. Special late ferries and Penk trams were run for the convenience of those making a prolonged stay, and these facilities were taken generous advantage of.

The organisation of the function and its great success was due to the following officials of the Police Club and Entertainment Committee:

President, Mr. P. P. J. Wodehouse, C.L.E., C.S.P.; Chairman, Mr. J. Grant; Hon. Secretary and Treasurer, Mr. A. V. Baker; Asst. Secretary, Mr. L. R. Whant; M. C.'s, Messrs. R. Wynne, J. Orem, K. W. Andrews, B. Thorpe, A. Smith, and I. McEwen; Committees, Messrs. Stewart Logan, J. Clark, A. Charman, J. Bright (Bar Stewards), A. Reynolds, C. Greenwood, A. H. Elston (Door Stewards).

**HURON SAILORS SCALDED.**

**ACCIDENT IN MANILA.**

We learn from Manila Bulletin that R. E. Summon, chief machinist mate; S. R. Censa, chief water tender, and C. E. Richardson, first-class water tender, members of the crew of the flagship Huron of the Asiatic fleet, are in Canacao hospital at Sangley Point, Cavite naval station, suffering from severe scalds resulting from an explosion on the Huron on Wednesday afternoon. The condition of the men was reported favourable although all were seriously injured. The Huron was not laid up by the accident and made her usual trip preparatory to practice manoeuvres.

The Huron was lying inside the breakwater at 4.05 on Wednesday afternoon, getting up steam for her usual trip when a lower steam valve on a boiler let go, probably due to a faulty gasket. The Huron is about 30 years old.

After 75 years of service with the same parish, the Rev. Christopher Cook has vacated the living of Mamhead, near Pontypool. He is 101 years old.

**CHRISTIANITY AND THE MOSLEMS.**

**MISSIONARY COUNCIL'S PROGRAMME.**

London, Jan. 22.

The report of the Missionary Council of the Church Assembly, dealing with the Moslem world, says the interpretation of the Christian message towards Moslems is vital to world peace and the safety of Christendom, and cannot be postponed.

The strengthening of existing missions and reviving of lapsed work, will cost an extra £20,000 yearly, and at least another £20,000 yearly is needed to train experts and staff adequately for the missions in Trans-Jordan, the Sudan, North-Nigeria, the diocese of Singapore, Persia, and possibly Madagascar.—*Reuter.*

**Far Eastern Education.**

London, Jan. 22.

The report of the Missionary Council of the Church Assembly on the Far East states that a minimum of 172 men and women workers is required immediately, of whom 108 are needed in China, 34 in Japan, 23 in Singapore, and 48 new recruits are required annually. The report dwells on the renaissance of the Far East, manifested in the demand for education, and says China is attempting the same experiment in education, on a purely material basis, which Japan shows signs of abandoning. Every phase of the Church's work touching education should be emphasised, strengthened, and made effective.

It is recommended that the whole question of Christian work among Far Eastern students in western countries should be investigated.—*Reuter.*

**UTOPIAN DEMANDS.**

**GERMAN NATIONAL PARTY AND LOCARNO.**

Berlin, Jan. 22.

The German National Party conference last night agreed to submit to the Reichstag a motion making a series of demands, tantamount to declaring implacable hostility to the Locarno treaty and entry of Germany into the League of Nations and determination to oppose the new Luther-Stresemann Cabinet to the utmost. There is no doubt, however, that the Reichstag will reject the motion, as the National Party's demands are regarded as Utopian and not worth discussing at present, except the demand for a reduction of Allied occupation forces in the Rhineland, in connection with which all parties are agreed, and the Government will encounter difficulties in the Reichstag unless it can make a reassuring statement thereon.—*Reuter.*

**ACROSS AFRICA.**

**ALAN COBHAM'S PROGRESS.**

Rugby, Jan. 22.

A telegram to the Daily Mail from Mr. Alan Cobham, who is mapping out an air route from London to Capetown, reports his arrival at Ndola in Northern Rhodesia after a four-hour flight from Abercorn 345 miles away at the foot of Lake Tanganyika. By trekking through a desolate forest area, this journey takes approximately a month. Mr. Cobham reports that not the slightest hitch with his aeroplane has been experienced on the 6,000 miles so far covered.—*British Wireless.*

**AIR ROUTE.**

**PARIS-TEHERAN-PARIS SURVEY.**

Paris, Jan. 22.

The aviators Lieutenants Chelle and Rabatel completed yesterday a two months' study tour of the Paris-Teheran-Paris route, which was accomplished despite most unfavourable weather conditions.—*Havas.*

**JAPANESE NAVAL CRUISE.**

**TRAINING-SHIP REACHES AUSTRALIA.**

Melbourne, Jan. 22.

The Japanese training cruiser Iwate, touring the world, has arrived, and sails for Hobart on Jan. 23.

The cadets include Prince Hironubu Fushimi.—*Reuter.*

**BETTER HOUSING.**

**PROPOSED ISSUE OF STATE BONDS.**

Rugby, Jan. 22.

A Cabinet Committee has been set up to consider the proposals of the Ministry of Health relating to slum clearance and rural housing. It is understood that the proposal is that State assistance should be given for an admitted period in conjunction with County Councils to enable rural house owners to modernise their dwellings or place them in a proper state of repair.

It is suggested that County Councils and the State should share equally the cost of work involved, to be repayable by house owners. A further proposal is that the local authorities should take over slum areas, not only for demolition, as at present, but also for improvement and that Estate Management Commissions should be elected to supervise the work, which would be financed by an issue of Housing Bonds.—*British Wireless.*

**BRITISH TRADE FIGURES.**

**A FAVOURABLE BALANCE.**

Rugby, Jan. 22.

The President of the Board of Trade, Sir Philip Cunliffe Liston, in a speech last night, reviewed Britain's trade figures for the past year and dismissed as fantastic the suggestion that the country was living on its capital. This, he pointed out, was definitely refuted by trade returns for, although an excess in imports over exports in visible trade was obvious and amounted last year to £386,000,000, the real position could only be appreciated after an accurate estimate of the invisible exports was made.

Taking a strictly conservative estimate of invisible exports, the result was that last year there was a favourable trade balance of not less than £23,000,000. It was certainly not smaller and might be considerably larger. The position was even better than these figures suggested, for during the last two years Britain had been receiving imports which were set off against exports of credit during the years 1910 and 1920. But the balance to-day was insufficient. It was not nearly so much as before the war and to-day the country needed a bigger balance for the purpose of providing new capital for the development of new markets.—*British Wireless.*

**TARIFF CONFERENCE.**

**CUSTOMS REVENUE DEFRAYS EXPENSES.**

Shanghai, Jan. 22.

Sir Francis Aglen, the Inspector-General of Customs, has paid \$250,000 out of the Customs revenue to defray the expenses of the Tariff Conference. Mr. C. T. Wang has approached the various delegates and requested that the conference be resumed.

Owing to the firm attitude of Sir Francis Aglen, Mr. Hsu Shih-ying intends to approach the internal banking groups for a loan of \$6,000,000 to meet the obligations before the Chinese New Year.—*Wah Kiu Yat Po.*

**GOVERNMENT FINANCE.**

**EXPENDITURE TO BE LOWER.**

Rugby, Jan. 22.

It is understood that the Government's Economy Bill will be before the House of Commons at the same time as the Estimates, and Parliament will therefore be able to envisage the whole financial aspect. It is stated that the Cabinet Committee on Economy, presided over by the Prime Minister, in another fortnight at most, will have completed its task with the result that expenditure to be budgeted for in April will certainly be lower than the total for the current financial year.—*British Wireless.*

**OBITUARY.**

**MR. CHARLES DOUGHTY.**

Rugby, Jan. 22.

The death has occurred at the age of eighty-three of Mr. Charles Doughty, author of "Travels in Arabic Deserts," which was published 38 years ago and is still regarded as a classic. His writings show a profound knowledge of life and manners of peoples encountered on his extensive travels in all parts of the world.—*British Wireless.*

**Entertainments.**

**TOM MIX & TONY**  
in  
**DICK TURPIN**  
**The QUEEN'S**

**ANITA STEWART**  
in  
**"ROSE O' THE SEA"**  
**The STAR**

**LIONEL BARRYMORE**  
IN  
**THE DEVIL'S GARDEN**  
AT  
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**BRITAIN AND ITALY.**

**DEBT DISCUSSIONS.**

Rugby, Jan. 22.

Mr. Winston Churchill, Chancellor of the Exchequer, has returned to London after public engagements in the country which have kept him away during the last two days, and this afternoon he and Count Volpi will again meet. British and Italian experts have meanwhile been engaged on data relating to the Italian debt, and their studies will be the subject of today's discussion between the principals of the two delegations. A communiqué is expected this evening.—*British Wireless.*